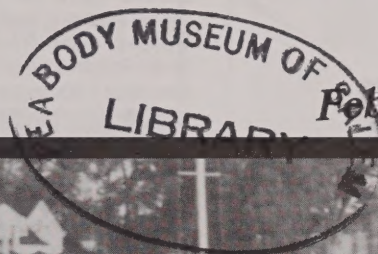




messing about in BOATS

Twice a Month!

Volume 10 ~ Number 18



February 1, 1993



COMMENTARY



messing
about in

BOATS

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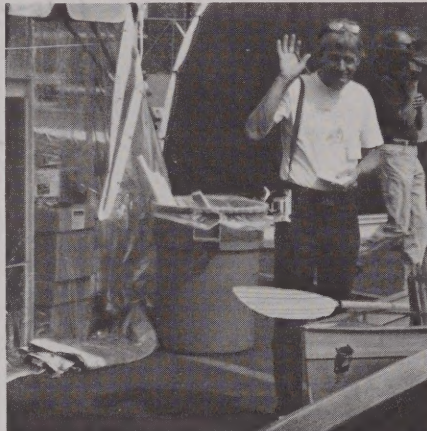
Our Next Issue...

Will feature a couple of adventure tales; from Ernie Steller, "Voyage of the Bear", and from Jacob Heinrichs, "Rowing Across Lake Ontario"; Some "attitude" comments from David Dawson in "Just Drift" and Wilson Wright in "Of Moths & Men"; and a winter outing photo selection in Carolyn Sones' "New Year's Day on Buttermilk Bay". Phil Bolger's feature design will be a "32' Fast Sportfishing Boat";, Eric Risch discusses the subject of boatbuilding materials in "Construction Integrity", and Matt Leupold tells us about his 1962 design for a 21' planing daysailer, "Panther" that never got to market. Jim Thayer brings us a project report in "Saga of Sow's Ear", and we'll have "What You Are Building" reports on a 5' (that's FIVE foot) wood/canvas canoe, an 1893 catboat, an early 1900's yacht tender and a Bolger schooner and Wittholz catboat. We may get in those promised book reviews too on Karen Lipe's "Big Book of Boat Canvas" and William Johnson's "Bahamian Sailing Craft".

On the Cover...

Mid-Atlantic boatbuilder John England has a look at Tony Dias' "Little Cat" at anchor at last Fall's Mid-Atlantic Small Craft Festival at the Chesapeake Bay Maritime Museum in St. Michaels, Maryland. Jim Thayer's photos capture the essence of this popular gathering in this issue.

You have seldom seen a photograph of me in this magazine, for the simple reason that I am on the other side of the camera, and when I'm out there doing what I do, there's little interest amongst others to photograph the editor/journalist at work. However, this past year, for some reason, people took pictures of me, and Gerry Clements of GFC Boats sent me the one in this collection presented here in which I am offering up a modest handwave to him at the Wooden Boat Show with the suggestion that I run it so readers can see what this guy looks like.



So, all right, here's what I look like at work, not in the office where the real work gets done, but out there in the world where my work is disguised rather effectively as recreation. Back when I first began publishing "Messing About in Boats" I ran one of those head shots on this page like the editors and columnists for real magazines do, but eventually I dropped it as it was in the way of the outpouring of words that sometimes overfills this page. I don't plan to resume that custom, but instead will give you this gallery this one time to get it over with.

I do get out on the water, not as often as you might think, and not often in my own boats. A couple of photos here best illustrate this fun part of publishing this magazine.

In one I am supercargo riding along with David Montgomery in the prototype Bolger "Hawkeye" we reported on in the September 15th issue. This sort of boating is passive pretty much, I go along for the ride with someone in a boat that has some interest to me usually. Seldom do I go for a boatride with others purely for the recreation, there always seems to be overtones of "getting a story" in much of my boating with others.



The kayak photo is illustrative of this compulsion to record outings for possible publication. Tammy Venn, who edits our new "Atlantic Coastal Kayaker" photographed me photographing her photographing me... on the Cape Ann Rowing Club Annisquam River Row last fall, a club event that turned out to be a paddle with no rowing craft along. No story developed, it was a pleasant low key outing in the salt marshes and bays along the Annisquam, which separates Gloucester and Rockport, Massachusetts from the mainland. Ah, you say, never mind the guy in the kayak, what's that boat on the shore, that big derelict hull? A story!

Phil Bolger told me that it was originally built as a plug for a big fiberglass fishing boat, and when that business venture failed, it was brought down from Maine to be finished off as a pleasure cruiser in Gloucester. That never happened either and the abandoned hull has been slowly sagging and twisting on the shore here in West Gloucester for years now. Local scenery.



So this is me at work and play, activities which are inextricably entangled, and which blend so nicely together that I don't even think of them as either anymore. They are just what I do, day after day after day. Along with this stuff at this word processor and layout table, and answering correspondence and telephone, and working in the "mail room" periodically. But photos of me doing all that have no panache, and never get taken.

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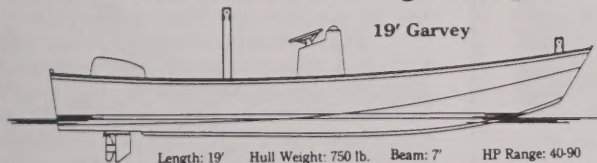
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MORE INFO PLEASE

I liked the looks of the Bolger
"Small Commercial Fishing Boat" in
the December 15th issue but some
of the notes on the drawings were
difficult to make out even with a
magnifying glass. How can I get
more info on this boat?

I am interested in about a 20'
diesel cuddy cabin boat for cruis-
ing and fishing when the mood
strikes me. I have downsized my
sailing from a 36' cutter to my
present 19' Compac sloop, but I live
on an island in Boca Ceilia Bay,
Florida, where my dock is at my
rear door, an ideal setup for a
modest inboard cruiser. I wonder if
you have a list of builders of fi-
berglass boats of this sort and
size?

B.F. Greene, 306 S. Tessier
Dr., St. Petersburg, FL 33706.

ED NOTE: I have no such
list, but perhaps someone reading
this might know of such a builder,
or even be one. Direct inquiries to
Phil Bolger about his designs may
be sent to him at 29 Ferry St.,
Gloucester, MA 01930.

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THEY DO KEEP A SHARP EYE

I just finished reading the
article "Small Boats at St. Mary's"
in the December 15th issue and
would like to clarify the percep-
tions of our Mid-Atlantic Small
Craft Festival, an event briefly re-
ferred to in the St. Mary's article,
and one I have had the pleasure of
coordinating for the past three
years.

The report is correct in say-
ing the Museum keeps "a sharp eye
on the ledger". The Chesapeake Bay
Maritime Museum is a private
non-profit organization without the
benefit of state or federal sponsor-
ship. Fiscal responsibility is, by
necessity, inherent in every pro-
gram the Museum develops, MASCF
being no exception. The "trick" is
to balance fiscal responsibility, af-
fordability and program quality.

The report is not correct,
however, in saying the Museum
carefully excludes "the unwashed"
from attending the Festival. Not
only did we have small craft enthu-
siasts as participants from Vermont
to Florida and as far west as Mich-
igan, but the Museum's shoreline
and docks were filled with visitors
enjoying both the boats and the
people who brought them. Again
there is a balance to be maintained
which allows the registered partici-
pants room and time to enjoy their
boats and each other, and to pro-
vide the visiting public access to
the boats and the traditions associ-
ated with small craft.

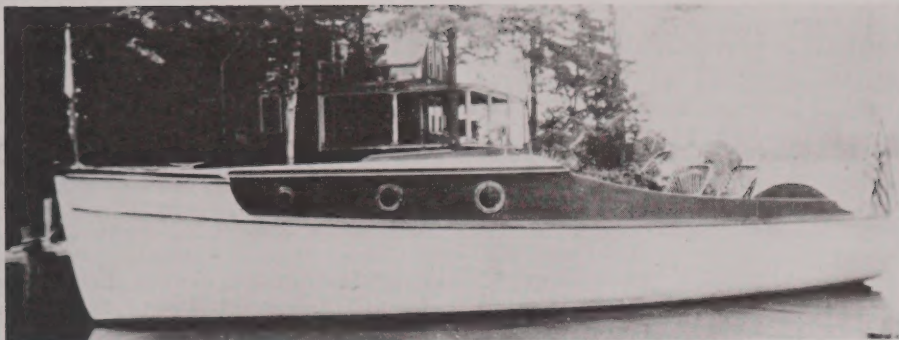
John Ford, Director of Opera-
tions, Chesapeake Bay Maritime Mu-
seum, St. Michaels, MD.

ELITISM IS ALIVE & WELL IN THE U.S.R.A.

I enjoyed the "Oarmaster
Trials" article in the December
15th issue, and had a long talk
with Andre de Bardelaban (design-
er/builder of "Skua") at the U.S.
Rowing Association convention in
Pittsburgh, where he delivered a
paper entitled, "Back to the Future
of Rowing, What's in It for Me?" He
was talking to the wrong group
about the joys of fixed seat row-
ing. At that convention the Board
of the U.S.R.A. abolished the re-
creational rowing committee, which
stunned those of us on that commit-
tee as we had not been consulted.

That should show us what the
U.S.R.A. thinks of recreational
rowing, which brings me to "Mess-
ing About in Boats" as the medium
for informing interested persons
about the sport and leisure time
activity of recreational rowing. I
have seen too many people under-
take rowing by buying expensive
shells and expensive sculling les-
sons and then joining expensive
rowing clubs.

Tom Colgan, Camp Dimension
Inc., Wilmington, DE.



WHERE IS SHE NOW?

Does anyone reading this have any idea where the boat pictured might be today? Last I knew it was in a backyard in Lincoln, NH. It was our family boat for

many years and I would like to locate the present owner.

Dick Hamilton, 465 Buckland Hills Dr. #29224, Manchester, CT 06040.

"ABOUT YOUR BOAT"

Recently while I awaited arrival of your latest issue, the phone rang. "Hello."

"Hi, this is the marina where your boat used to live. Remember that huge wind that blew last night? Well, your boat decided to move onto the beach for the foreseeable future. What should we do now?"

"Oh, I don't know. Got any flowers?" Maybe we could plant some around it. No, wait, I've got it! How about getting her off there?"

"Well, we didn't know just what you would want to do, that's why we're calling."

"Well, pull her off there! What did you think I might want? To leave her there? What would make you think that there was any other option to getting her off the beach?"

"Well, we weren't sure."

So of course it had to have happened during the highest tide of recent memory. I went down and took off anything I thought that looters might make off with, and after a few days the marina people called to tell me that she was back in the water.

Stephen Scott, Pitman, NJ.



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I thought I was finished building boats when I built "Dido", a 26' Dolger leeboard cat-yawl. However, last Fall the gods whose thumbs point down dropped about five simultaneous micro-disasters on me in the space of a couple of seconds that resulted in "Dido" catching on fire in my shop. I managed to trip over a trouble light cord whilst taking a pail of lacquer thinner into the cockpit for cleaning prior to painting, and the ultimate result is in the boat you see in these photos.

The pail spilling...I had in mind to repaint the cockpit. I had sanded the surfaces down and was in the process of washing them down with lacquer thinner when the "Magoo Effect" came into being, the sudden alliance of unrelated events into a unified disaster. This is the malevolent side of whimsy which harnesses the forces of darkness.

Anyway, earlier that day I had burned out my last rough usage bulb in my trouble light. All I had on hand was a 200 watt beast, and as it was about 1am there was no chance to get a smaller sister ship. I had put my big pail of lacquer thinner in the cabin and poured a smaller amount into a pail which I then took out into the cockpit. I had the trouble light hanging over the edge of the hatch so I could spot any spills onto the paint.

Along about the second trip into the cabin for more thinner, "Magoo" stepped in. I had the pail in my right hand with my palm on the hatch and my left over the hatch. As usual, I vaulted out into the cockpit, except this time I landed on the trouble light cord, my feet skidded and I fell. I dropped the pail as I fell backwards into the cabin. By the time the dust settled I heard a "whoosh" and could see flames. I scrambled up and noted my leg was on fire when I got vertical. I later deduced that my backward fall must have



After the Fire

knocked over the pail of thinner in the cabin, because when I stood up the whole cabin went up. So far we're talking maybe two seconds.

I'm not sure if I jumped out of the boat or was blown out. The fire extinguisher was next but by that time it didn't take much genius to see that I would be lucky if I saved my shop. The boat was on concrete and fortunately I always carry a tow rope in my car. It took about ten wheel-spinning jerks but I managed to get the burning boat outside. On the lucky side, I had about six layers of clothing on during the sanding as the shop was

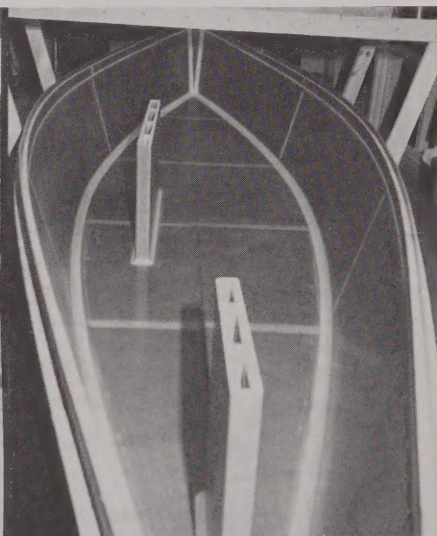
so cold, so my own fire didn't reach me, it burned through about half the layers.

Next we cry a lot, curse a lot, and finally work a lot, and, "voila", Birdwatcher!

Since I had to have another boat, and I insist on a boat that uses oars as motive power, I was forced into choosing between a Dovekie or rebuilding. After smashing my head into a wall several times to get into the right frame of mind for boatbuilding, I began building the Birdwatcher. I wrote in some detail about the process to Phil and a copy of my letter is included with this report. The boat is of Airex and glass construction with an aluminum framework. Windows are plexiglass. A couple of the "work in progress" photos are included.

All of my sailing to date in the Birdwatcher has been in light airs so I have no idea what to expect in the heavy stuff. I mentioned in the letter to Phil that the boat was noisy, he suggested that this probably wouldn't be the case if the boat was heeled over any amount. Only once was I able to heel the boat over a good amount and that only by sheeting in hard and sailing on a beam reach, and even then I didn't get the water up past the windows, so I will await this coming season to find out about the noise.

Aeneas Precht, Box 137,
Fielding SK S0K 3L0, Canada.



As you can see, I finished your Birdwatcher. It was a long grind. It started with my belief that fiberglass lay-up is no big deal. So I invited a bunch of my friends over, figuring to lay up the hull, bond the Airex and, in general, finish the inside in about a day-and-a-half. Yes, well... To make a long story short, I had to throw away the first layer. I am astounded at how most people seem to have no idea of feedback when they're working. Tell people not to overwork the glass and I'd catch them grinding the stuff like some mad chemist at work with a mortar and pestle.

Anyway, after refinishing the mold, I hired a friend of mine who is a cabinetmaker, and we did the hull a layer at a time. The finish surprised even me. It has less distortion than window glass! I wish I could say it was my superior abilities. In fact, it came about because I used a product called Rangerboard for the mold. I don't know if you're familiar with it, but it's a high density particle board. It's cheap and the surface finish is astoundingly fair and smooth. The only real experimentation was to find a method of joining the sheets. After much trial and error, I found 14 gauge mild steel in eight inch strips with double rows of screws to each sheet gave a fair curve. I can't recommend that Rangerboard too highly for a mold surface...assuming the surface isn't too convoluted.

Birdwatcher was a delight to put together (except for maybe the last three weeks). I put the mold together in three days with help in the afternoons. I had a good head scratching session deciding how to attach the plexiglass and aluminum to the hull so that it was solid and easily replaceable. And after my first lay-up disaster, I was a nervous puppy and hoped I hadn't committed some gross act of indecency to myself in heading off in my own direction in terms of building.

I used aluminum for framing the superstructure, and while I realize few people will have access to a TIG welder, it made an excellent framework. I took your advice and made the windows as big as I could live with, which turned out to be 2-1/2 inches higher than called for on your plans. My visibility is still excellent. As you can also see, I changed the aft profile a bit too. Since I always exit via the bow, this hasn't caused a problem with access, and it does give me a bit more room in the main cabin/cockpit/galley.

A Letter to Phil

Given the nasty and unpredictable winds we have around here, I opted for a full length mast rather than as per your drawings. I must confess this has necessitated the invention of a four line bridle, port, starboard, forward and aft which I run up or down with the jib halyard. This is a bit of an inconvenience, but I remember from Dido that I seldom did bother with putting the mast up or down, and I figured I'm too lazy to change my ways. This bridle, however, is a very positive way of handling this mast.

I also opted for putting in a bow centerboard, mainly for reefing. I sure loved that mizzen on Dido. It made sail handling a piece of cake, even in heavy conditions.

The strange thing is (along with the fact this was a strange non-summer) I finished this boat on August 20, the very morning that winter hit. I headed up to my favorite lake, Lac La Ronge in spite of it being a viciously cold day, thinking, "Ah, this will blow over." It didn't. In fact it was so awful I never even launched. I dry sailed for two nights and when it snowed...I came home. On the weekend, I launched at the local slough most people rave about around here. Aside from having 200 feet of water and a great marina, it has absolutely nothing to recommend it, hence the background in the photo of wheat fields and super-charged tractors chasing gophers around.

I haven't been out in weather heavy enough to test the utility of the bow board, but in gentle wind conditions it does hold the boat head to wind, albeit in a gentle waving pattern.

I am really pleased that you recommended this design to me. I must confess to playing the odd round of "mea culpa" and asking what am I doing the odd time, but I truly believe that for the sort of sailing I do, Birdwatcher is just a wonderful boat. She is fast with all that sail area, and she rows much easier than Dido did. In fact, at the launching I almost went over backwards with the first oar stroke. Dido always took a half dozen strokes get going. I dug my oars in and gave a mighty heave and the damn thing almost started planing. Literally, my feet came off the sole. I put everything in this boat that I ever had on Dido and I still have oodles of room...astounding. Using the cockpit as galley and cabin is a clever use of space.

The centerboard trunk does spit a little, and I'm working on that one. I'm going to build a horizontal baffle inside the trunk to slow down the hydraulic action causing the spitting. And for the piece de la resistance, I've worked out a cover using an aluminum pipe threaded with a bungee cord which will cover the slot in heavier conditions. If the board comes up from impact, the pipe will simply slide to one side.

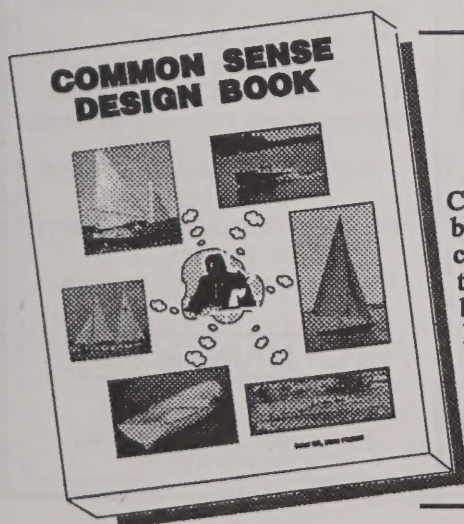
One thing the boat is, is noisy. But considering you live inside a "drum," I suppose it's not surprising.

You probably don't recall, but I asked about putting the lead for the centerboard at the top edge instead of the bottom. It works well. I get no vibration and the board keeps down with no lifting.

I did do two stupid things. I built the hull slightly heavier than would have been the case with plywood (and which I'm happy I did because even in moderate conditions I can see that flat bottom takes a lot of pounding. In fact I had lots of Airex, so I have a double Airexed bottom). And second, when I was horsing with the rudder system, I didn't measure off your plans the vertical height of the slot for the connecting linkage of the rudder. Everything fit, but it's actually two inches lower than on your plans. Needless to say, I realized what this meant AFTER I had cut the hole. I've remedied the possibility of taking a stem wave through that slot by making an inside boot, much like the boot on a floor mount gear shift.

Which brings me back to the "enjoyed building except for the last three weeks." I started the boat in April, helped my tenant seed 3,000 acres of crop, did my bits of welding for people and finished the boat on August 20. I was just a basket case by time I finished. I'm a fairly lazy person, and I figured I worked on average 100 hours a week during that entire time.

I hope I did your design proud. It certainly caused heads to turn when I launched it. I think especially because it is so stable. "Everyone" expected it to sail on its ear, and while I did purposely lay it over, as long as I was sailing it to sail, it sailed upright. I shall never again be able to go below in a regular boat without thinking how much like a dungeon traditional cabins are. With Birdwatcher, if you can read outside, you can read inside. And it's simply a delight to be inside during a rainstorm. All that visibility and still dry....amazing.



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Urban Canoeing...a 50 Year Love Affair

Mississippi Bob

August 11, 1992 was one of those days when it all comes together and it will remain a long time in my memory. The day was cloudy with off and on showers but the weatherman promised clearing in the evening and the calender promised a nearly full moon.

The sky was still cloudy when I headed into Minneapolis to do some paddling on Lake Nakomis. I would have passed on the chance to canoe that evening had I not promised the crew from Bell Canoe that I would come and help them do a solo canoe seminar.

We spent an hour and a half promoting our product before the other guys had to head back to the store to close up before nine.

The weatherman was right. The weather was definitely improving as the evening wore on. I had the Lake alone except for on late sailor in a C scow. The dying wind would send him home soon. The evening had become too nice for me to head home early.

When they laid out the city limits of Minneapolis I think that the movers and shakers of the day moved the southern far enough to include Lake Nakomis into the "City of Lakes."

Nakomis is one of the smaller lakes in the

city, sort of settled down near the southeast corner of the city. The lake surrounded by city parks and has a three mile path around it.

I had an hour and a half before the park police would begin enforcing the parking curfew so realistically I had plenty of time for two circuits of the shoreline. I started off headed south along the west shore paddling my "Traveler" at a nice easy sixty strokes.

The south end of the lake is under the approach to the airport's runway 11L. 11R is not far away and it gets very noisy in this area. I have learned to tune out the 747's and DC10's that are flying close overhead. By the time I rounded the south end of the lake I had tuned out all the distractions as I was now cruising on endorphins. Joggers call this "Runner High."

The sun was setting as I traveled north along the east shore. It was doing some wonderful things to the remaining clouds.

As I continued north I realized that the city skyline was quite visible from a large part of the lake. Funny I had never really noticed before.

My mind got to wandering back a few years. Back into the sixties when my children were all young. I spent all my play time on this lake racing sunfish class boats. I never saw the skyline then, maybe it wasn't quite as tall. Sure was pretty on this evening as the lights were coming on in all of the tall buildings.

As I neared the north end of the lake I passed a beach where I had many pleasant memories from my high school days when my peers and I would come in from the suburbs. When I grew up, Nakomis was "our lake."

It was fully dark as I started my second

round of the lake. The moon was rising out of the trees on the east shore. The sunset was going through its final stages as the moonlight was taking over the evening. My mind was going back a few more years.

In 1942 the Twin Cities airport was much smaller and the plane you were most likely to see would have been a Stearman biplane (a trainer from the navy air base) or a DC3. I hardly notice the steam of jets overhead as I rounded the south end of the lake a second time, I was a young boy now and my parents had just moved to this new city of Minneapolis. The part I liked best was the lake.

We lived two blocks from the beach then, nice with gas rationing and all. We spent many happy summer days there and I learned how to swim and fish. Even as a boy I was always impressed with the few sailboats that shared our swimming hole. They were C and D class scows very much like the scows today.


The lake was surrounded with limestone walls in those days. The walls were built by the WPA as were the sidewalks through the park.

My mind returns to 92 and I realize that remnants of these walls are still in good condition but many parts have returned to beach or more wild areas.

As I round the north end of the lake a second time headed back to my launching spot I realized that I had spent a very large part of my life on or in this lake. I had fished, swam, sailed, rowed, kayaked, and canoed here.

I have traveled some. I have sailed in both oceans, the Gulf of Mexico, and the Bering Sea, I made a career working as a dam tender on the Mississippi and I have paddled a good part of that river but there are times, many times when Lake Nakomis is just the right place to be.

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Getting the Most from a Single Bladed Paddle

Mississippi Bob

I have learned a few things in the last twenty years that I feel like sharing. Let me state one thing to start, get this now, listen up folks. Maybe one canoeist out of a hundred has a good power stroke, maybe not maybe only half that many do.

Most of us were taught to paddle by a camp conciliar somewhere. Let me make this point, the camp counselors are out there perpetuating a myth.

Do you remember standing up and finding a paddle that could reach your nose? Do you remember standing knee deep in a lake and pulling the paddle through the water. You needed a paddle that long so you could stand on that. All of the counselors agreed that this was the perfect size for your young frame.

How could the camp counselors know any better? They too were taught by camp counselors. This has been going on since 1910.

Before you can ever become a good paddler you must quiet thinking about how the paddle travels though the lake because it shouldn't. The boat moves, not the paddle.

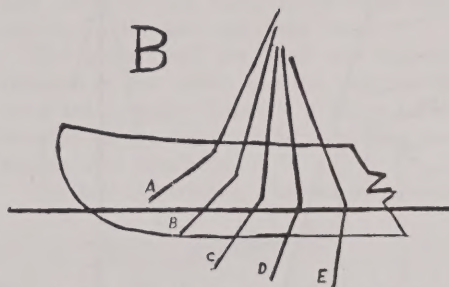
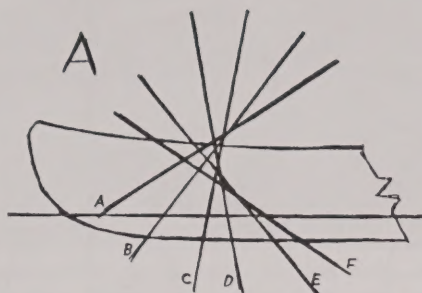
The most common mistake that paddlers make is taking too long of a stroke. Should I say that again folks? **TO LONG OF A STROKE.** How can they know better, they were taught by camp counselors.

Let's start from square one; the canoe goes through the water, the paddle shouldn't. OK have you got that? The paddle stands still and the canoe is pulled up to it. To make this happen you have to be quick or the paddle will move and you have lost it.

You shouldn't expect a canoe to go well with long slow strokes. I'll try to explain why.

Look at the drawings, canoe A shows a fairly typical stroke. We have all seen this a thousand times. Canoe B shows a much more powerful stroke.

When I was first taught to paddle I was taught to do stroke A. I was taught to use arms and elbows and do a long sweeping stroke. Years later after I had paddled with a bent shaft paddle for several years I finally started doing it right.



What's wrong with A, you say. Let's analyze what the power is doing. Between position A and B just about all of the power you are generating is trying to lift the boat. Somewhere between B and C we begin to get some propulsion.

When you pass through C and D you are making power but as you approach E you are now pulling the canoe down into the water. Many paddlers carry the stroke back to the F position and then further mess things up with a little steering thing.

Now we have made some power all right but a full two-thirds of the power went into making the canoe bob up and down "porpoise."

That's bad enough but you made all that wasted power with the small muscles in your arms. The arms should only act as connecting rods between the paddle and the large back and shoulder muscles.

Done properly the elbows never bend and the paddle is simply pushed down into the water. The pivot point of this motion is at the shoulder.

Look at B now. The paddle at A is ready to enter the water. At point B the paddle is traveling downward and beginning to build up a compression on its power face. I feel that half of the power I create is done with this downward thrust.

By the time position C is reached the paddle is planted firmly in the water and the follow-through to E is only pulling the boat up to the paddle.

The arms should only be connecting rods that connect the larger muscles of the back and shoulders to the paddle. To learn to do this properly a person could even go so far as to wear splints on their arms so that the elbows couldn't bend.

Remember the motion is up and down. You hinge at the shoulders, not at the elbows. The paddle stays close to vertical all the time and a short quick stroke does the work. Remember the basics, you want the canoe to travel, not the paddle.

I have recently began rowing and kayaking. I haven't proved this idea yet for these water craft but I have a feeling that the more I play with this idea the shorter my strokes will become in the other boats.



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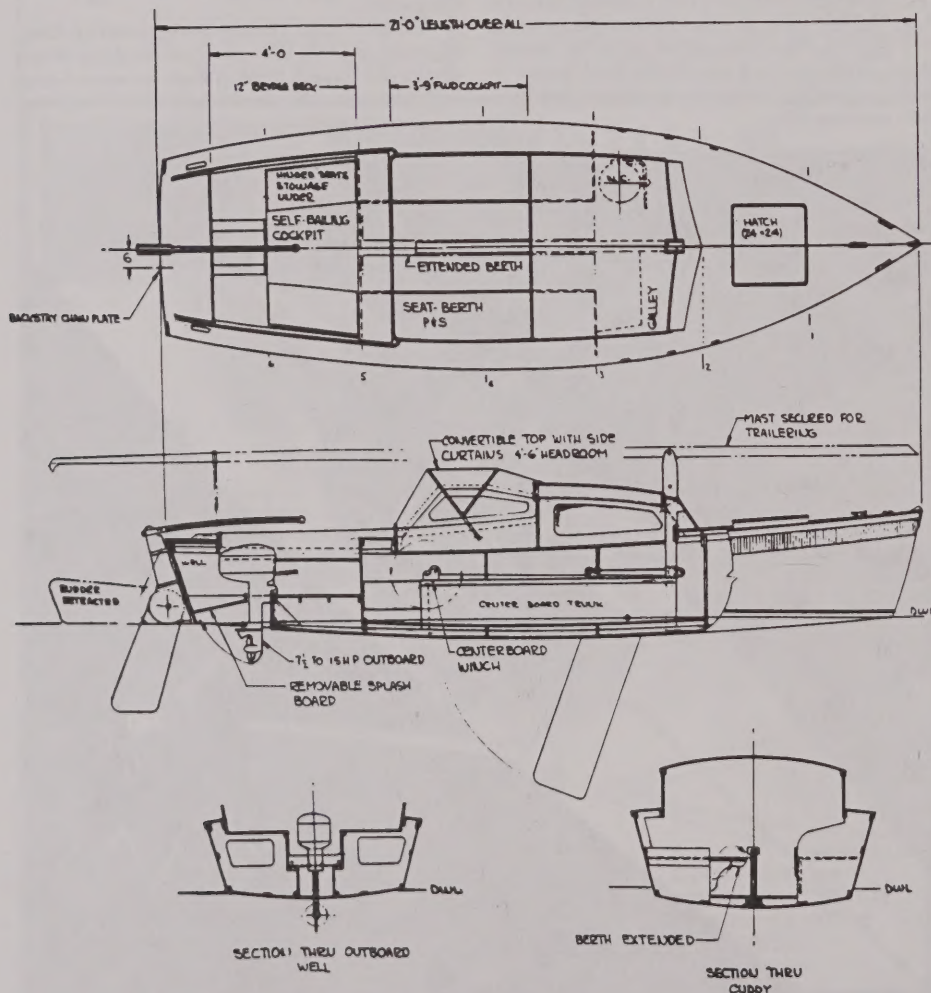
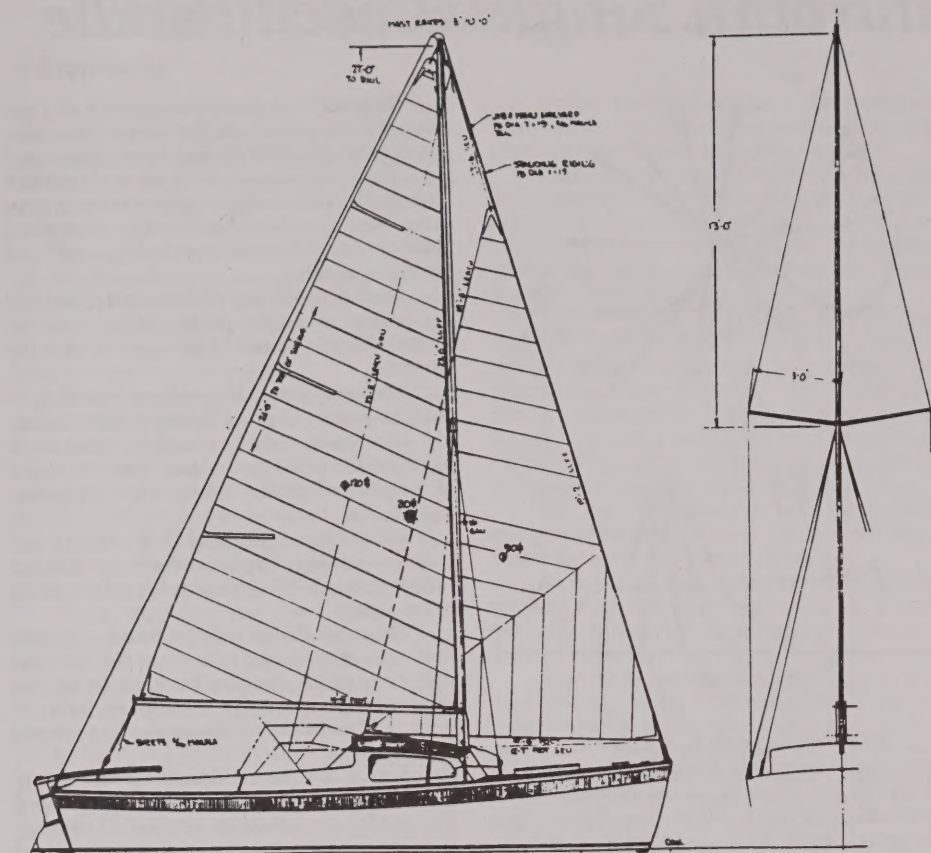
NOT AN INSTANT BOAT

My 21' cruising sailboat design from back in the 1950's is not an "instant" or quick-build type. It is a classical plywood type of boat requiring some lofting to at least get the cuddy and cockpit coamings right. The frames can be drawn full-size without drawing the side and plan views, however. I think that inexperienced builders shouldn't have any trouble with that. The boat is arc-bottomed, not flat, so as to give strength without adding a lot of weight. One buyer of my plans who had never before built a boat built one in six months.

It's a nice little boat and I wish I had mine back. She was wrecked by her new owners when she was blown off the trailer at the L.A. Yacht Club during a wind-storm. The trailer was parked on the mole and the boat landed upside down on the rocks at a 45 degree angle with the transom in the water. The cuddy was smashed in, the mast destroyed and the heavy steel centerboard tore out the centerboard trunk.

The now defunct magazine "Boats" published a discussion of my design in its June, 1959 issue, which pretty well summarizes the details. I still offer the plans for \$45 per set plus \$3 p&h. There are four sheets including the trunk cabin version.

George A. Hume, 22906 Ward St., Torrance, CA 90505.



THIS BOAT is designed to fill the need for a cruising type sail boat that can be used with the standard boat trailer.

The designer has used the arc-bottomed form similar to the Lightning class boat, and light displacement. The hull has good bearing aft, making it possible to use the moderate sized outboard motors. The choice can range from seven and one-half to 15 hp, and of course the speeds will range accordingly.

The motor is set in a special well, forward of the transom, and is free to pivot up to its fullest extent. The well is laid out for use with the short shaft motors only. Forward of the well, and actual part of the well, is the sailing cockpit. The cockpit is self draining into the outboard well, and has stowage under both seats. The size of the cockpit is on the small side, and is intended for only the skipper and possibly the mate.

Forward there is a bridge deck and a second open cockpit. This area doubles as cockpit or cabin, depending on how the



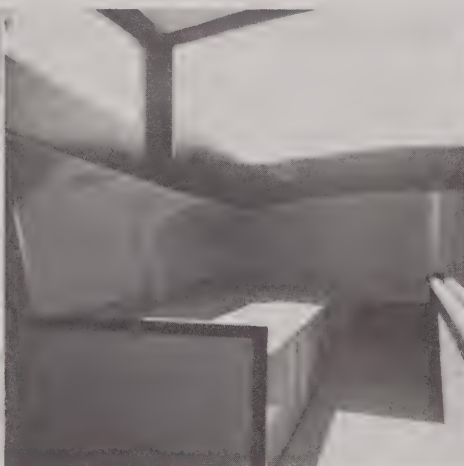
convertible top is used. In this area, extending under the bridge deck and forward under the cuddy, there are two six and one half foot seats. These seats convert to berths and can sleep two.

The galley and the head are located forward in the cuddy, and the forepeak is used for stowage. There is a large hatch located in the foredeck for handling the anchor and headsails.

The hull is plywood, planked over sawn

frames, the whole structure glued and fastened with Stronghold or Anchorfast nails. The hull is fiberglass protected. Scantlings are light and some inside ballast may be required. Centerboard and rudder blade are both steel plate which will contribute to her stability.

The rig is masthead, with roller reefing gear on the main, for efficiency and simplicity. The mast is mounted in a tabernacle for trailering.



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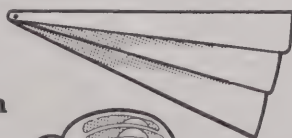
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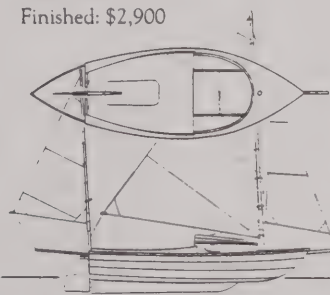
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The Everglades Wilderness Waterway

By Kenneth G. Murphy

Left on February 14, 1991 while it was still dark. The idea was to get south of Washington, D.C. before the morning traffic. We were well past Washington when the sky began to lighten. A quick stop for coffee and Kaz, my shipmate for this trip, took over the wheel. Kaz and I had planned a two week trip to the Everglades where we would launch my sail boat, the "Sanity," into the Everglade's network of bays, rivers, and creeks. These are the dark, brackish waters that combine the saltwater of the Gulf of Mexico with the freshwater that flows out of the "Great River of Grass" which is the Everglades. There were two main reasons for the trip. First, to escape Washington's cold February weather and second - well, the second reason can be understood clearly when one picks up a map or chart that shows the southwest tip of Florida and scans the vast network of islands and waterways. The immediate response is one of a great potential for "adventure."

Florida is filled with opportunities for boating adventures and winter is a particularly attractive time for Northerners to take a trip there. You can rent canoes, sailboats, houseboats, or fishing boats, or as Kaz and I did - take your own. A particularly helpful planning guide is the "Florida Atlas and Gazetteer" (see the Trip Tips for ordering information). This guide provides very detailed maps of Florida and includes important recreational information. The canoeist and touring kayaker will be particularly pleased with Florida's streams and rivers. In fact, the wilderness waterway, our objective on this trip, was especially designed with the canoeist and kayaker in mind.

There are 1200 miles of road separating Gaithersburg, Maryland, home of the Sanity, and the U. S. Park's ranger station at Flamingo, Florida, which is at the very tip of mainland Florida, our overland destination. Our plan was to "mad dog" all the way without stopping. The Chrysler van had back seats that converted into a bed for the "watch below." The Sanity, a 900 pound, 21' Bay Hen, trailerable sailboat, was trailing behind, behaving very well at 65 miles an hour. This, of course, is the secret of

such trailerable boats - the capability to get to any body of water at over ten times hull speed.

The purpose of "mad dogging" on such a trip is to maximize the time you'll have at your destination. But it seems that this method begins losing its attractiveness after about 18 hours of non-stop driving. On our trip this occurred when we were several hours away from Miami. We decided to stop and rest. Besides, if we had kept going we would have gotten to the Everglades Park well before daybreak. So we found a rest stop and Kaz zonked out in the van while I used the Sanity as a comfortable camper. Four hours later, we were back on the road, fully rested. On a more recent trip we discovered a nice campground in Georgia, a more civilized option to mad dogging.

We entered the Everglades Park at 11:00 a.m. on the 15th and stopped at some of the more northern attractions near the Park's entrance. We were rewarded with lots of photo opportunities. We arrived at Flamingo at 2:00 p.m. and settled down in the Flamingo Lodge. We had called weeks ahead of time, to reserve a room, a necessary precaution as the Lodge fills up most days. We used the afternoon of the 15th and the morning of the 16th to rest up, investigate the park, talk to sailors, fishermen, campers, birders, sightseers, and get the boat in order. Flamingo is an ideal starting point for waterborne adventures. There is a dam at the Flamingo marina that separates the salt water of the Bay of Florida from the brackish water of the Whitewater Bay to the north. Boats can put in on either side of the dam. Putting in on the south side leads you into Florida Bay and among the Florida Keys. Putting in on the other side gets you, via a canal, to Whitewater Bay and the wilderness waterway. While you make up your mind, you can swim in the Lodge's pool, have dinner at the ranger station's restaurant, and enjoy some simple nighttime entertainment at the bar.

The wilderness waterway was our choice. The Park Service has laid out an 80 mile route from Flamingo to Everglades City that threads through more than 30 different canals, creeks, rivers, and bays. Piloting over the route is

made possible by a series of special markers. Three NOAA nautical charts show the markers and provide sufficient detail to allow for limitless side trips. The markers are small and occasionally there is the possibility of making a wrong turn; this gets your attention and is part of the waterway's challenge. For canoeists, a wrong turn can mean back-tracking against a strong wind. After the swearing is over the canoeist generally will reach for a compass and binoculars, and from then on, will start every leg of the route with a compass reading and careful sightings for the markers. Getting lost or making slow progress presents another challenge for the canoeist - that is, not making the appointed camping location before nightfall. For canoeists, camping is limited mostly to "chickees." The Park Service has built nearly thirty such "chickees" - raised platforms, each having a covered picnic table, a place for a tent, and a pit toilet. We stopped at several of these to stretch our legs and found them in good condition. Canoeists will have to schedule each of their overnight stays with the rangers ahead of time - hence, the need to reach the appointed campsite every night.

We prepared the boat for the trip. This included provisioning for three days and buying extra gas for the four horsepower outboard, to assure we could make the 80 plus miles on engine alone (without the extra gas, Murphy's Law #5 would almost certainly go into effect, "As gas approaches insufficiency - wind approaches zilch"). We also arranged to stay at the Rod and Gun Lodge in Everglades City.

Finally, at 12:00 noon on the 16th, we were off. We started up the Buttonwood Canal toward Marker No. 2, the first of the Wilderness Waterway's aids-to-navigation. The day was sunny, cool, and windy. We were prepared for temperature swings from 90 degrees all the way down to 40 degrees, but even so, we were surprised at the wind chill factor. In fact, the Miami weather station was broadcasting freeze warnings to the Everglade farmers for that night, a rare occurrence. The weather did warm up into the eighties during the week, but the first few days proved to us that you need to be

prepared for cold weather, even in the Everglades.

A fresh breeze of about 18 knots from the north hit us as we motored out into Whitewater Bay, a roughly 10 mile by 10 mile body of water with an average depth of four feet and filled with islands. We were met by one and a half foot waves and the *Sanity* labored at four knots with engine on. I imagined myself as a canoeist fighting the wind and waves. It would have been rough going and I'd have paddled off the marked route to use the lee of islands to work across the bay. As we approached the middle of the bay, several bottlenosed dolphins surfaced and swam with us awhile. We anchored in the lee of Midway Key for lunch (oh yes, they're called keys down there, not islands). After lunch, we got under sail and discovered that the centerboard was hitting bottom. I partially raised the centerboard to clear the bottom, but found that we just couldn't make our northwest course under the conditions, so we fell back to motoring again. We anchored for the night along Cormorant Pass among dozens of small keys. We had made 17 n mi.

The *Sanity's* cockpit is equipped with a bimini and zippered side panels. Once in place, this "tent" allows the use of the entire cockpit as living quarters for the night. It has screened openings for ventilation and worked very well against the Everglade mosquitos that come out just after sunset. In fact, as we were to discover, all of the unique characteristics of the *Sanity* came in handy on this trip. One addition I made for the boat was several boards that turned the cockpit into a sleeping area. Since both of us are six footers, this arrangement was especially handy. Kaz slept in the cockpit and I got the entire below deck area for myself. You wouldn't find better bunking even in the biggest boats.

That night I stuck my head out of the forward hatch to take in the night sky of the Everglades. I was not prepared for the sight! Totally clear, as if in high mountains. The Milky Way very obvious. Polaris noticeably closer to the horizon than I'm used to. The little dipper stars quite apparent. Bright stars peeking through the mangroves right on down to the horizon. A night that will be remembered.

On the morning of February 17th we entered through a "cut" into the Little Shark River and began motoring upstream. Came upon several flocks of anhingas and white ibis. Solitary heron and pelican were seen fishing. We also came upon a bald eagle and spent an hour trying to ghost down on him with the engine off to get some closeup shots. Total joy to see these birds in such a setting. I suppose the eagle was quite well fed since the Little Shark is a well known and productive sport fishing river. We got to Tarpon Bay and then headed down river on the Harney River and cut across to the upper reaches of Broad Creek.

As we turned down Broad Creek we came upon a solid wall of mangrove. We almost gave up and turned around, but after looking a little closer we discovered what seemed to be an opening. We took down the *Sanity's* mast; this is an easy maneuver since the base of the mast pivots on a tabernacle and the mast head falls onto a boom gallows. Then we slowly entered the opening and found ourselves in a winding creek fully covered by mangrove. Kaz had to stand forward to move aside low branches as we inched our way through. On all sides were the roots of mangrove. All I could think of was the movie, *The African Queen*, and

Bogart pulling his boat through a very similar creek! Luckily, we did not have to get out and pull, and after about an hour the creek opened up. This was not the last of the "mangrove tunnels" that we were to come upon. These tunnels do set a height limit on water craft at about four feet above the water. If your boat is higher you'll want to avoid the tunnels and keep to the wider waters. A pity. The canoeist, of course, will take these tunnels with ease. We watched for, but did not encounter, any nasties, such as venomous snakes coiled on the overhanging branches or Florida panthers perched on fallen mangrove. This experience did discourage us from going up the "Nightmare" which is a cut between Broad Creek and the more northerly Broad River. The warning, "passable only during high tide" kept us away. We left this cut for the braver canoeist. Finally, we came to anchor at the mouth of Broad Creek. Had made 16 n mi the second day.

The Broad Creek anchorage was about the half-way mark, so we were roughly 40 miles away from civilization and we felt it. We listened to my marine radio, a Christmas present from my wife, and heard the Coast Guard answer a mayday concerning a missing diver located somewhere in the Florida Keys. We then tried to reach a marine operator. No luck. Finally, I tried Channel 28 and the Homestead operator came right back. I was thrilled, as this was my first use of the radio. I was able to talk to my wife in Gaithersburg, Maryland. She came over loud and clear. Homestead is forty miles away from the mouth of Broad Creek. My antenna is on top of the mast about 22' above the water. But still I was impressed, or rather perplexed as to how far a 25 watt signal could reach. It made me realize what a poor grasp of physics I have, and that I was quite satisfied with the explanation that a small miracle involving radio waves had just occurred. When turning in that night I heard a noise that sounded like the snapping of a small fire, after looking and smelling all around I came to the conclusion that the sound was coming from the outside of the boat. Later, a more experienced boater in Everglades City

told me it was the sound of shellfish on the bottom. The clear transmission of the clicking sounds from the bottom, through the water and into the cabin of the boat is just another bit of physics, another small miracle to this boater.

On the 18th, we decided to try the Gulf of Mexico. It was low tide and even with our 9 inch draft we had to carefully feel our way into deeper water. We needed to get off the coast about a mile and a half before getting into four feet of water. Turned north and finally got under sail with the *Sanity's* single gaff rigged sail, which needed a single reef in the 15 knot breeze. We had pre-plotted several timed compass legs, which came in handy along the featureless coast. According to the chart, we passed several major rivers, but even when scanning the coast with binoculars there was no hint of their existence; the coast appeared to be a solid, unbroken line of mangrove. After several hours we took a right and found the piles that marked the channel into Lostmans River. Contrary to its name we were successful in finding it. We then proceeded to pilot our way through bays having such names as, Lostmans Five Bay, Dads Bay, and Alligator Bay, ten in all, many of these were separated by small creeks with "mangrove tunnels." Finally came to anchor near Marker No. 101 at the entrance of Last Hudson Bay. Made 30 n mi on the third day.

On the 19th, after making 18 n mi through a half-dozen more bays, we found the Barron River and the Rod and Gun Lodge in Everglades City. We enjoyed two days at the Lodge, sunning by its pool and walking all round the town. The town struck us as a rather quiet place that caters to sport fishermen. It has several boat ride attractions, including an air-boat ride. We made the return trip in two days by sailing the Gulf to by-pass some of the more tortuous parts of the route, returning via the Ponce De Leon Bay.

In reflecting on the trip, I'd do it again. The weather in the Everglades during the winter is perfect and a welcome change for the Northerner. Motoring among the countless mangrove keys while spying on the bird life,





alligators and porpoise was totally relaxing. Comfort wise, I liked having a boat with engine and bunks and ice. We came upon four canoe groups while on the trip. They appeared to be doing the entire waterway, which means nearly a week of paddling, a tough proposition. Canoeists may enjoy shorter trips better, and

anyway, all the surroundings look alike. The possibilities for short trips are countless. I'd check with the rangers and see about arranging a trip that would get close to some wildlife. Canoeists that plan for overnight camping will need to get permits at the ranger stations either at Flamingo or Everglades City. If you don't want to dive into your tent the moment the mosquitos came out, I'd take along one of those large tents that has mosquito netting on four sides to protect the picnic table. There are few places that you can get out and explore, since the Everglades are protected. Besides, they are mostly impenetrable mangrove. We stopped at several camping spots on the coast to do some walking on the beach. These are the only places where you're permitted to beach. Also, swimming is discouraged. So I'd say active young children might find a long trip restrictive. You shouldn't forget the fishing opportunities - we saw a good number of fishing boats near the waterway's end-points. We also noted that several parties had rented houseboats and used them as the base for fishing. I checked out the houseboats and the rental fees. You certainly do get a lot of livable room at a reasonable cost. Certainly, the Everglades are filled with many possible adventures suited for all types of boating. Begin to plan now and when you get there, don't forget to look up into those clear night skies

TRIP TIPS

You can start your Everglades adventure either from the Flamingo Visitor Center, located on the southern most tip of mainland Florida or from the Gulf Coast Ranger Station, located near Everglades City on the west coast. To find out more about the Park write: Information, Everglades National Park, P.O. Box 279, Homestead, FL 33030; or call (305) 247-6211.

GUIDES

Florida Atlas and Gazetteer; DeLorme Mapping, P.O. Box 298, Freeport, Maine 04032. Lake and River Information; South Florida Water Management District, Gun Club Road, West Palm Beach, Florida

Natural Resources; Department of Natural Resources Educational and Information Division, 3900 Commonwealth Boulevard, Tallahassee, Florida 32303

A Guide To The Wilderness Waterway Of The Everglades National Park and the Everglades Wildlife; both these and other publications can be obtained from the Everglades Natural History Association, P.O. Box 279, Homestead, FL 33030

CHARTS

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The Nautical Charts Numbers 11430, 11432, and 11433 provide very detailed information vital to planning and piloting. Order these charts from the National Oceanic & Atmospheric Administration, Distribution Branch, National Ocean Service, Riverdale, MD 20737-1199; telephone orders (301) 436-6990.

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Scenes from St. Michaels

Boatbuilder Jim Thayer took a weekend off to attend the Mid-Atlantic Small Craft Festival at the Chesapeake Bay Maritime Museum in St. Michaels, Maryland last Fall and later took time to gather up his photos, caption them, and send them on to us. Better late than never as this is a very popular gathering for traditional small craft folks and Jim got some nice photos of the people and their boats. Herewith, "Scenes from St. Michaels".

Top of page: Start of the sailing race. Bottom of page: Start of the three-legged race (row, sail, anything goes). At top right: Susan Hutchins, Mary Slaughter, Mark Bartow (of O'Connell's Boat Shop), Richard Scofield (Museum boat-builder), Winslow Womack (perennial race winner who went swimming this year) and an attractive stranger (to me) look over the partly built dory everybody was supposed to add a piece onto. It didn't get very far. At bottom right: Liz and Zell Steever (nephew of Andy) with Zell's world beating St. Lawrence Skiff.





Clockwise from top left: Patti Cullison (center) and Mary Slaughter (with iron) work on quilt for "Kiddie Keeper". The "Buffalo Ferry". The "Zingbat" crew, Thayer and England, being interviewed by "Soundings". The North River gang ready to hit the road north. The Englands, Vera, Hannah, John ('93 MASCF chairman) and one of the North River gals. John Thomson's "Moondance" rigged for show. Dan and Hedda Leonard get an early morning workout, nothing like low sun to highlight varnish.





Clockwise from above: Overtaking North River's Swampscott, light air in the three-legged race favored good pulling boats. Mark Bartow of O'Connell's Boat Shop rigging his Whitehall. Mark donated 110 commemorative cups to 10th Anniversary participants. Dan Sutherland getting ready to try the fan man canoe. Kids at work on this year's sophisticated model produced by George Sargent. Thayer and Bill Rutherford with dink. Behind the shades is Bob Barker of South Cove Boat Shop with new catboat.



BUILDING "TOAD HALL"

an ongoing series by

David N. Goodchild

Part 6

PLANKING THEORY

(THE COLD-MOULDED-DOUBLE-DIAGONAL-PLY-CARVEL METHOD)

Let's understand one thing from the outset. There is nothing radically new in the planking of "Toad Hall", despite the fact that this round-bilged, very traditional boat is planked entirely in plywood. The planking methods used were common in 1883 at the time "Deuce" (the original of "Toad Hall") was designed by W.P. Stevens. The difference with my interpretation of "Deuce" is that $\frac{1}{4}$ " plywood is used exclusively as a planking material, and the use of epoxy resin makes it possible to bond these plys together to achieve much greater rigidity and water-tight integrity.

THE VOYAGE

Before we examine the means by which "Toad" will be planked, it is useful to examine the areas of the world in which "Toad" will voyage, the reasons the voyage is being undertaken and the reasons why he ("Toad" is not a she) is built so strongly.

I make classroom video documentaries in history, social studies and foreign language. I am now beginning a very large series entitled "The World and its Peoples", and the first group of programs in this series is to be "The Peoples of the North Atlantic Rim".

"Toad Hall" is to be my mobile unit.

"Toad" will cruise up the Northeastern Coast of the United States and the Maritime Provinces of Canada, across Baffin Bay to Greenland, across the Denmark Strait to Iceland, across the North Atlantic to the Faroes, and on to a European landfall in the Shetland Islands. Following this "Toad" will circumnavigate the British Isles via the Irish Sea, Lands End and the English Channel, then cruise Norway, Sweden and Denmark. Following this he will cruise the Netherlands, Belgium, France, Spain and Portugal. Crossing the Strait of Gibraltar he will visit several nations in North Africa and the Canary and Cape Verde Islands, with a final return to the U.S. via the North Coast of South America, the Caribbean and the Southeast coast of the United States. This two-to three year cruise will result in a number of video programs which will be distributed to schools and libraries in the United States and Canada.

The prime reason to use a boat for this purpose is economics. With the continued slide of the dollar against other currencies, and the ongoing inflation in Europe, the costs of location shooting quickly become galactic. To offset this, a boat offers both flexible transportation and housing, as well as on-board editing and production. With the enormous advances in and reduction in size of both video and computers over the last few years, it is easily possible to include a complete video editing and audio multi-track post-production studio in the space of a very modest electronic navigation station. All of this will be included in the mobile unit called "Toad Hall".

As we can see from the float plan above, "Toad" will be voyaging in areas with lots of ice, both bergs and growlers. In addition, there is a lot of flotsam hanging around in the oceans today. Even superbly-built cold-moulded boats such as "Airforce" can be quickly sunk when they collide with half-submerged cargo containers or other dangers. "Toad" is very small, and for this reason, I want him to be STRONG!

COMPARATIVE STRENGTHS OF PLANKING

If we take a piece of cedar, yellow pine or mahogany, all common boat-building woods for a boat of this type and era, and size it to $\frac{3}{4}$ " in thickness we will have planking which is appropriate for this boat. We will also have a hull which is not ideally suited for running into bergy-bits.

If, on the other hand, we take a piece of $\frac{3}{4}$ " plywood and mould it to the hull shape, we have a much stronger skin. While we obviously can't mould a piece of $\frac{3}{4}$ " plywood to this shape, we can use three layers of $\frac{1}{4}$ " plywood to achieve this thickness. A round shape made up of solid planks nailed or screwed to frames simply cannot compare to a $\frac{3}{4}$ " moulded shell. The very act of moulding to a convex shape imparts enormous strength, and the fibrous toughness and cross grain alignment of plywood accentuates this.

As a simple mental exercise, imagine two boats, each identical, except that one is built in the time-honoured traditional carvel method of individual planks screw-fastened over strong steam-bent oak frames, and the other is moulded plywood as described above. Now, take a sledgehammer and with all your strength, slam it against the planking of the traditionally-built boat BETWEEN two of these strong steam-bent oak frames. Now, do the same thing against the plywood version. Which do you think will survive the best?

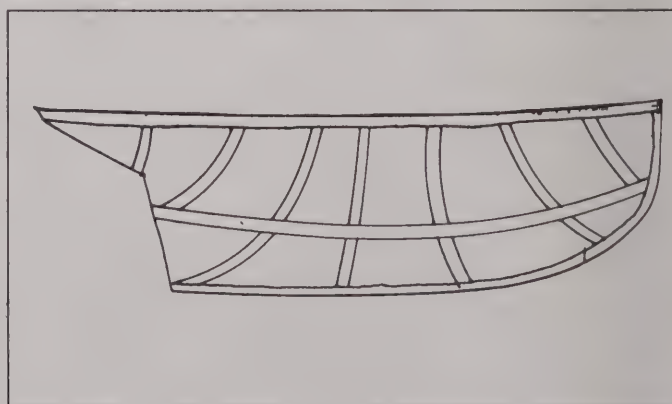
So much for skin strength.

THE GIRDLE FRAME

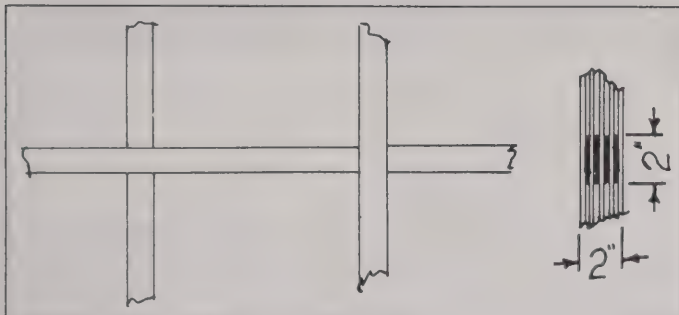
In addition to the strength virtues of plywood, I wanted several other things from this building method. As well as a high-resistance to penetration, I also wanted extreme rigidity in the hull and both insulation and full positive flotation. For this I needed two separated hulls. To accomplish this, I conceived what I called the "Girdle Frame" and which I described briefly in Part 2. The Girdle Frame would separate what would be the ceiling in traditional construction, from the outer hull. In addition to this separation, the inner, secondary hull would be built to be just as water-tight as the outer hull and fully capable of maintaining watertight integrity in the event the outer hull was penetrated.

The drawing below shows how the Girdle Frame runs around the boat. It will be seen that the frame runs fore and aft at the keel, the turn of the bilge and at the sheer, and from sheer to keel at varying angles, mainly those angles which easily follow the curves of the boat and provide the best "enwrapment" (new word?). The Frame interlocks with itself wherever it crosses another portion of the frame, and the drawing on the next page shows how this is accomplished.

Perhaps the most important function of the Girdle Frame is the separation of the two hulls. In addition to the stiffness contributed by moulding plywood to a convex or concave profile, the separation of these two skins and the bonding of each skin to the separating frame multiplies this rigidity to an even greater degree.



The Girdle Frame "Enwrapment"



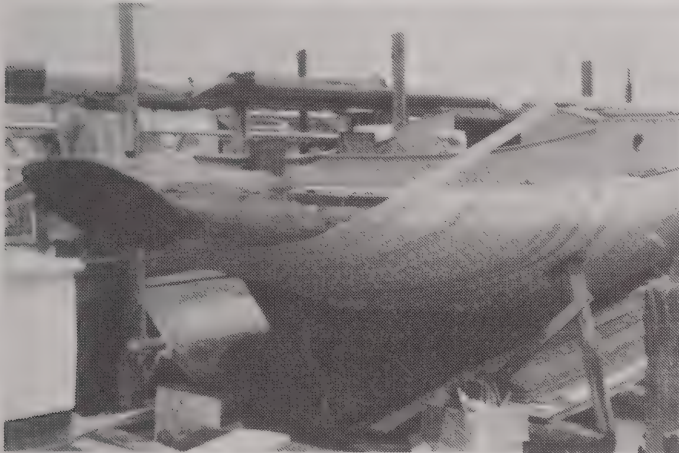
The Girdle Frame Interlock

It is a truism that the egg is the perfect package. It is equally true that an egg, when compressed end-to-end is extremely strong. Primarily because of its shape. If we could somehow bond an enveloping (girdle) frame to the outside of the egg's shell, and then bond a second shell around this, the strength would go up exponentially. The Girdle Frame on "Toad" achieves this. The actual strength of the individual frame members is not great; it is the bonding of the all-surrounding frame to both skins that creates the rigidity.

The Girdle Frame is also made of plywood. It is laminated up from strips measuring $\frac{1}{4}$ " X 2" in varying lengths. Its principal function is to separate the two hulls and provide the rigidity. It also provides the inter-skin space for the flotation/insulation foam, and also space for the inter-skin ballast. The finished frames measure 2"x2"

WHY PLYWOOD?

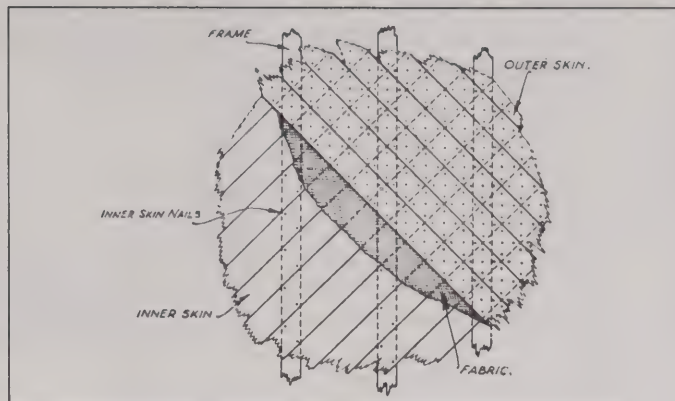
The reasons I chose plywood for the planking probably go back to 1971 when I used plywood to cold-mould another hull over a beautiful Stadel-designed cutter named "Rebecca". Unfortunately, I was transferred to California by the company I worked for at the time, and the boat was never completed. However, the method stuck with me.



Rebecca

I did give some thought to using strip-planking. However, in order to achieve the double-skin construction I wanted, I felt that this would be too heavy. Also when I computed the costs, the strip-planked method, even using common white pine was costlier than the plywood.

Even though I would be using plywood exclusively, the methods I planned to use to plank "Toad Hall" were both methods common in the nineteenth century. One is carvel and the other is double-diagonal. Carvel needs no further explanation here, but double-diagonal was a precursor of cold moulding since it was applied very similarly. Instead of thin veneers however, planking would be applied in two layers of opposing angles of 45 degrees as shown in the accompanying drawing. The two layers were often separated by muslin or linen soaked in white lead or old paint, or by oiled calico. This formed a very strong hull with some attempt at water-tightness. Sometimes, a third layer of planking, run in the



Double-Diagonal Planking

normal carvel fashion, was applied over the diagonal layers. All were nail or screw-fastened.

Using $\frac{1}{4}$ " plywood, I planned to approximate both of these methods, but instead of white lead or old paint, each of my layers would be epoxied to the one beneath, to mould the layers into a solid and very, very stiff monocoque structure.

I experimented early on with several types of plywood for this purpose. First was luan underlayment. Although I had built an 8' pram sailing dinghy in 1989 from this material (which is still going strong), I found it too brittle to take some of the severe bends to which it would be subjected in the hulls of "Toad Hall". Also, it would absolutely not take the compound curvatures I required of it. Because of its very thin outer plys and thick trash-wood inner ply, it was brittle. And yes, plywood WILL take a compound curve if the following conditions are met. First, (in this technique anyway) it cannot be marine plywood, and second the compound curvature must be only slight in one direction.

Marine plywood was entirely unsuitable for my purpose, since good $\frac{1}{4}$ " marine ply is made up of at least 5 plys. Common lumberyard A/B or A/C is made up of three layers, with the middle layer running up the short dimension of the sheet. This middle layer is also the same thickness as the two outer layers. I found that if the ply was cut into strips in the long dimension, the strips (planks) could be bent around the moulds and also made to conform to the curvature of the hull with little difficulty. This is a compound curve! The Tortured Ply technique is similar, but uses large panels and much larger radius curves instead of carvel-type planks and thus can utilize marine plywood. I found that common A/CX lumber-yard ply would work very well every time.

I expect the boat to be lighter than the original, at least in cruising trim. Carvel planking tends to absorb water. In fact this absorption is essential if the planking is to swell and close the seams. This adds considerable weight to the boat. Cold-moulded boats do not absorb water and thus do not gain weight. Recent developments in cold-moulding veneers over old carvel-planked hulls, much as I did with plywood in 1971 with "Rebecca", have proven this hypothesis.

I also expect the boat to last. Every square millimeter of this boat, both inside and out, will be either coated with epoxy, or coated and sheathed with epoxy and fiberglass or Vectra cloth.

Since we have been discussing planning and theory this month, with no actual construction, no Time Log is shown here. The Log will resume next month.

NEXT MONTH

We will examine the planking of the inner skin and see how it is done in the Building Frame/Central Girder method.

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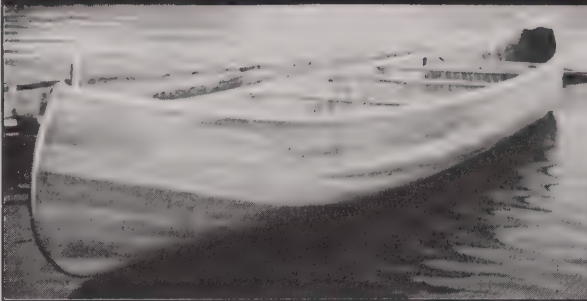
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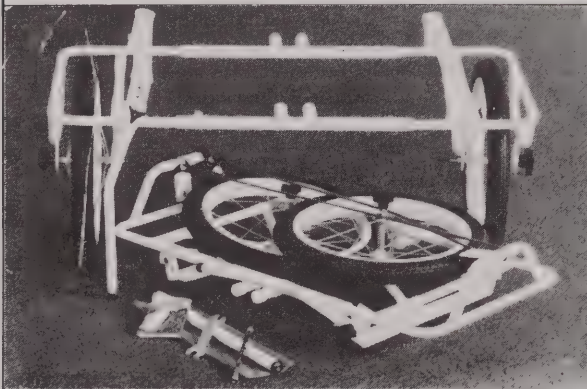


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THE NASHUA RIVER.

CHAPTER II.

LANCASTER. — GROTON.

WE were awakened Thursday morning by the sound of great rain-drops heavily pattering on our canvas covering, and were compelled to lie a long time on our beds of hay, in which was mingled much odorous sweet-fern, listening to the music of the storm. The lightning was incessant and vivid, and crash after crash of thunder broke through the sky. It seemed, indeed, as if the ghostlike mythicals whom local tradition says make thunder among the Catskills by bowling ten-pins during a shower, had transferred the scene of their sport, and were bowling a constant succession of strikes above Lancaster. We did not get wet in the least, however, and after a while the thunder rolled grumbling away in the distance, the sun shone brightly, and birds everywhere filled the air with the melody of their delayed matins.

Camp duties were performed by the middle of the morning, and then once more, and for the last time, we pulled up the North Branch to the village. At the landing at the foot of the lane we had talk with a man who, in a communicative humor, told us something of his life. He had been a sailor in his youth, and had voyaged over nearly all the oceans of the world; but now, in middle age, had found a snug harbor in the rural quietude of Lancaster. We had already before, strangely enough, yet naturally, too, perhaps, in accordance with a law that seems to group incidents of a similar kind in life in close sequence, met, in the course of our brief excursion, a reminiscence of the sea, a sailor lad on the train from Boston, who wore the cap of the Powhattan. He was a mere boy, but said he had been away cruising the past nine years. He had written to his parents only once during all this time, and had not heard from them at all. With sailor-like unconcern, however, he was then on his way to Springfield, on a three days' leave of absence, to ascertain whether his home was still unbroken. I should not be at all surprised if he, too, sometime in the future, found a retreat somewhere along the "gentle" Nashua.

The principal part of Lancaster lies upon the westerly slope of a ridge that extends in a northerly direction from the North Branch of the Nashua, and affords a fine view of the river-basin and especially the broad, gently sloping hillsides beyond. Upon the back of the ridge, along its highest elevation, which also commands a wide view of the valley east, are the schoolhouse, Town Hall, Memorial Hall, a church, and a large hotel, all of substantial brick. The town library, a large and well-appointed institution, second only in size and equipment, I think, to the Concord library, is in a very handsome octagonal room in Memorial Hall. Most other towns have, during the past thirty years, felt the impulse of the march of modern times, and now throb with new industries and teem with alien population; but Lancaster preserves, in a marked degree, the traditional character of the old New-England village, and seems likely to for many a year to come. A singularly beautiful rural landscape, which, soon after the landing of the Pilgrims brought the first settlers to the town, still remains its greatest attraction.

Lancaster is indeed the oldest town in Worcester County. It was settled in 1645, and incorporated in 1653. It was for many years the most advanced post of the Pilgrim Colony. The inhabitants, however, lived on amicable terms with the Indians, and the settlement thrived continuously until the outbreak of King Philip's War. On August 22, 1675, eight persons were killed by the Indians, and the tenth of February following, several tribes, led by Philip himself, made a desperate attack upon the town, in five different places at once, in which more than fifty were killed or taken prisoners. Six weeks afterward all the houses but two were destroyed, the town was deserted, and Lancaster remained without an inhabitant for more than three years. The inhabitants then began to return, and were not molested in the resettlement of the town until after King William's accession to the throne of England, which occasioned a new series of hostilities, in which the Indians were encouraged and aided by the French as allies. They made an assault in July, 1692, and renewed their attacks at various intervals from time to time, down to August 5, 1710, when, as an ancient chronicler says, the *last mischief* was done.

At the time of the assault, in February, 1676, the wife of the minister was taken captive by the Indians, and remained among them several weeks before she was ransomed. Soon after her release she wrote an account of the attack upon the town and her experience among the Indians, which was published in a little book entitled *Narrative of the Captivity and Removes of Mary Rowlandson*. It is written in quaint language in graphic style and contains a strange admixture of events most pathetic, and incidents most ludicrous, despite their tragic, rueful aspect. The sentences for the most part, however, fairly roll and groan under the burden of her terrible story. The narrative, brief as it is, nevertheless throws a great deal of light on the character, traits, mode of life, and

manners of the Indians, and may indeed wisely be read as a very effective antidote to the romanticism of Cooper.

A History of Lancaster was written by the Rev. A. P. Marvin, and published by the town in 1879. It is a very interesting account of the early settlement and progress of the town, and contains many illustrations and maps.

After a while we returned to the junction again, broke camp, and were soon under way once more. We pulled into the ripple swiftly flowing out of the South Branch, and quickly shot under the Centre Bridge, which spans the Nashua. The Centre Bridge, one hundred and seventy-three feet long, is an iron structure, in suspense from bank to bank, light, graceful, and commodious. The Sprague Bridge over the North Branch, which, in old deeds, was called the North River, is one hundred and forty feet in length; while the Atherton Bridge over the South Branch is ninety.

The main river was called Pennacook by the Indians. The Indian name was retained for a while by the early settlers, according to Marvin's History, and the river is indeed thus designated on the oldest maps. The present name, Nashua, is a corruption of Nashaway, which was the name of the tribe of Indians who lived along the banks of the river, and was after a time, perhaps naturally, and at any rate very happily, bestowed upon it by the settlers. I have seen it stated that *nashaway* was a generic Indian word and signified "a place between" or "in the middle." I have, however, also seen it stated that the word signified "the beautiful stream with the pebbly bottom." The river near Lancaster was also at one time called the Lancaster River, and in the same way the river for an indefinite distance above and below Groton was called the Groton River.

The river at first flowed, for the most part, steadily with a deep strong current between gently curving banks of uniform height, and we rowed along at an easy pace under a cloudy sky. Standing up in the boat we could look across the broad, luxuriant, level fields to the hills far away on the south side beyond. We often passed a group of cows standing at the edge of the water and doubtfully eyeing us, or on the bank above staring with a distant gaze at the strange apparition floating down river. After a while the river often descended a gravelly shallow with a rush, and we swiftly floated along past rapidly receding banks of sand or clay. Then, by and by, the river flowed smoothly between green banks under arching trees, and moving thus in state, touched a high hill on the left and passed under a very picturesque, old-fashioned, weather-stained road bridge, perhaps the connecting link of the old Lancaster-Concord turnpike. The river then still softly flowed in beautiful reaches, and after a while at intervals poured darkly with a deep, strong current past great banks of sand, which made a very picturesque feature of the riverscape. They were, for the most part, fringed along the semi-circular top edge with pines, while the sandy façade presented a grotesque

spectacle of trees and shrubs engaged in a hopeless struggle to maintain their position in the sliding mass. Plaintively they turned in every direction, while others, settled at the margin of the water, were awaiting with melancholy resignation their hour of doom at the hands of a spring freshet.

After we had journeyed about an hour in all, a shower came up and we made fast to the bank in a leafy cave formed by the drooping branches of a graceful elm, where we were amply protected, while outside the swiftly moving surface of the water boiled with the thickly pattering drops of rain. While waiting for the rain to cease, we had lunch. The clouds finally began to blow over, and we forthwith again got under way, and, ere long, the last rack disappeared and the sunshine, pouring down from a clear sky, filled all the valley with brilliantly luminous light. The river then soon began to wind in a labyrinthian maze over a wide interval, turning indeed in most capricious fashion hither and thither, as if it had lost its way. The reaches curled round and round, one into another, and at brief intervals we faced every point of the compass. Luckily there was a good current most of the time. After a while, however, the river seemed to be moving in a northerly direction, and we passed through many long, wide reaches, where trees lined the banks almost continuously. Here the Nashua was indeed a lotus-like stream, and, as we pursued our course close to shore under the branches which drooped over the water in a sleepy way, it was easy to fall into a dreamful mood, while the stillness of the scene, the quiet flow of the river, and the gentle rocking of the boat, all contributed to lull one's senses to a dumb feeling of enjoyment. Unless, indeed, I am very much mistaken, some one did fall asleep.

At length the river approached a high hill on the east and we swung under a bridge of the Worcester and Nashua Railroad, and put ashore at the east end of the road bridge, which spans the river at the head of the next bend below. The dépôt of Still River Village is only a few steps away. The village however, is half a mile distant on top of the hill, and is reached by a direct, but pretty steep road. The view along the way, and especially near and at the summit, however, amply repays the trouble of ascent. The valley of the Nashua below is wide and deep, and stretches away a magnificent vista towards the southwest. Opposite are broad, high hills, and behind them hilltops roll away until lost in the distance. The Nashua makes a wide semi-circular sweep from West Boylston to Still River Village, which is well indicated by the relative change in position of Wachusett. At West Boylston, Wachusett stands out a sharp cone in the north, while at Still River Village, elongated into slopes of exquisite gracefulness, it bounds the western horizon. The view northward, which terminates with the blue peak of Monadnock, is also very fine.

The few houses of Still River Village are grouped about

a triple cross-road on the crown of a hill, where the suns of summer and the winds of winter have the freest access. 'Tis a quiet place, as befits its name, which it derives, I suppose, from a sluggish stream that somewhere meanders over the intervals below. As we walked along the deserted roads, not a soul in sight and the only sound the harmonious clang of a blacksmith's hammer on anvil, it seemed indeed as if we had come to a Dreamthorpe in Arcadia. Still River Village, however, boasts a post-office, which we discovered, after a long search, in the wood-shed attached to a private house. The office was equipped with a single row of open boxes affixed to the wall. In one was a paper and in another a letter, which, it is to be hoped, were not soon taken away.

We got under way again about four o'clock, and pulled at a leisurely pace through a succession of lazily winding reaches. We were once startled for a moment by the sound of a stone plunging into the water quite near us. We were only splashed, but nevertheless set up an outcry which speedily brought a farmer through the bushes on the bank with an apology of his complete ignorance of our presence, which was, no doubt, the entire truth. After rowing about an hour in all, we landed at the head of an abrupt bend of the river on the right, and procured some supplies at a farm-house just above.

The river had before been moving generally eastward, but here took a turn in a westerly direction until it laved a hill where the remains of stone abutments were visible on both sides of the river. The reaches were all quite long, and after pulling past the ruins of an old dam we entered one of great length and beauty. The banks on either side were high and lined with trees, and away at the end where the river disappeared in a curve to the right was a great bank of sand and above it an open grove of lofty pines. We landed beneath their shade alongside a fallen tree, and clambering up the sandy slope found the ground above smooth as a house-floor and covered with a matting of pine pins softer to foot-fall than Moquette or Axminster. The water in the long reach through which we had just come, smooth as glass, reflected clouds and sky as in a mirror. Just below, the river descended with a rush by a high clay-bank, while a brook, which goes by the euphonious title of Catacoonanauag, poured with a loud roar over a stony channel along one side of the grove and emptied into the Nashua half-way down the rapid. We pitched the tent in an open space near the edge of the bank, where the canvas gleamed almost sacrilegiously white in the solemn shade of a forest aisle, which ended in darksome recesses; while the sunlight streamed above the tops of the trees and fell like a benediction upon a quaint old farm-house on the ridge of a hill which slopes up with gentle inclination from the opposite bank. The Fitchburg Railroad runs along the hills on the westerly side of the river. We heard from time to time the roar of a train, and occasionally caught sight of a puff of smoke. We could plainly hear the trains

slowing to a stop at Shirley Village, about a mile back of us through the woods, and also the strokes of the town clock which rang out the hours in long, musical tones. A path led among the pines to the village, but somehow we did not get there, and Shirley Village remains the Carcassonne of the trip.

(To Be Continued)



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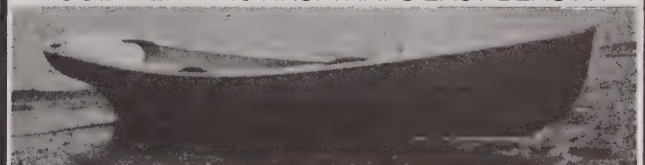
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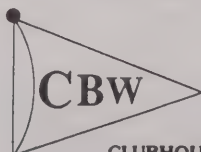
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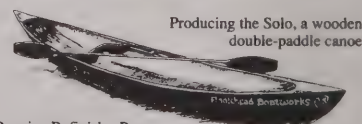
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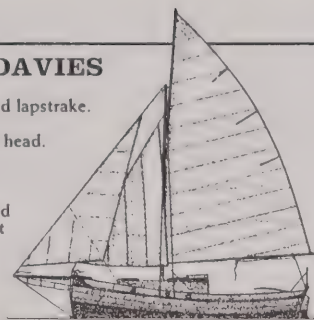
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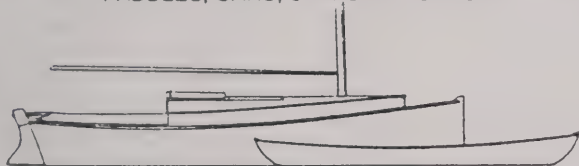
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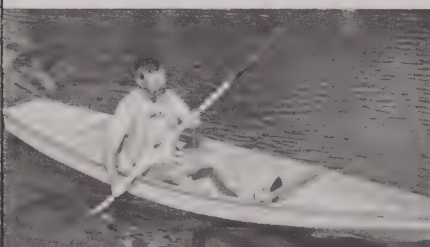
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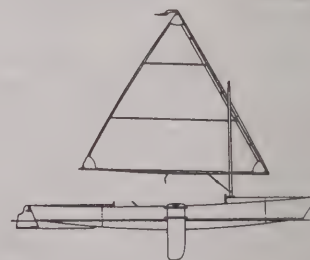
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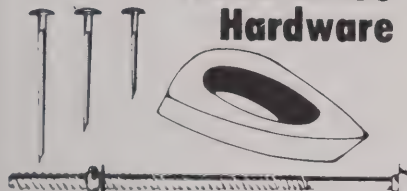
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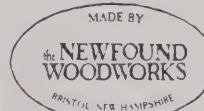
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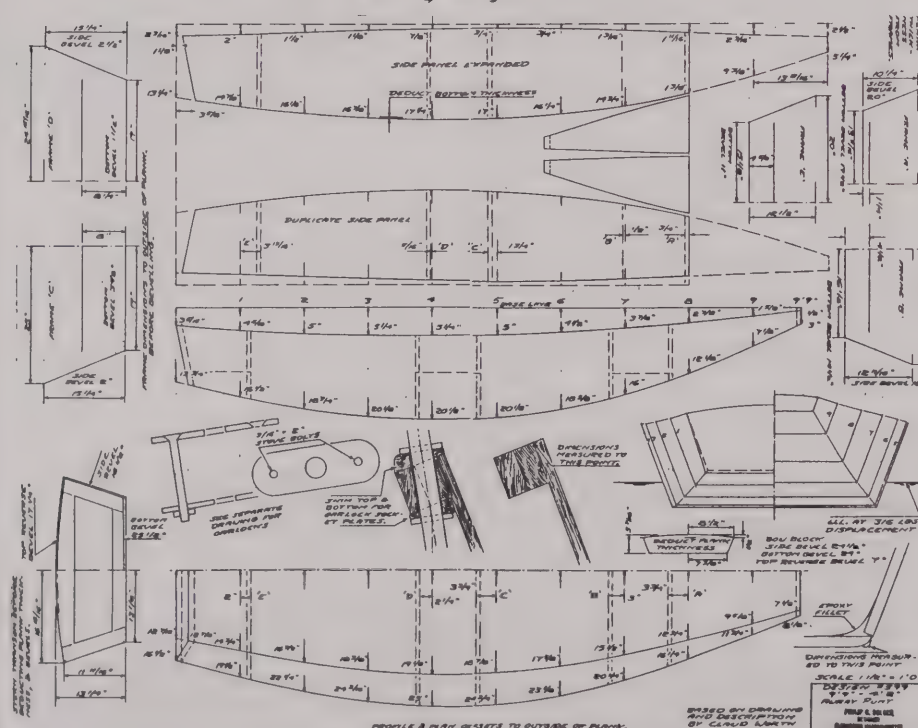
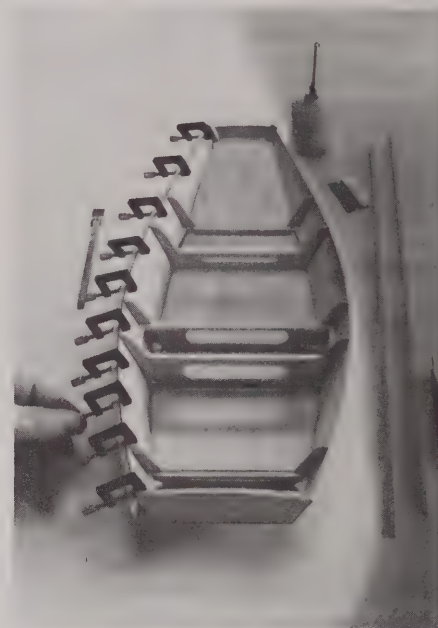
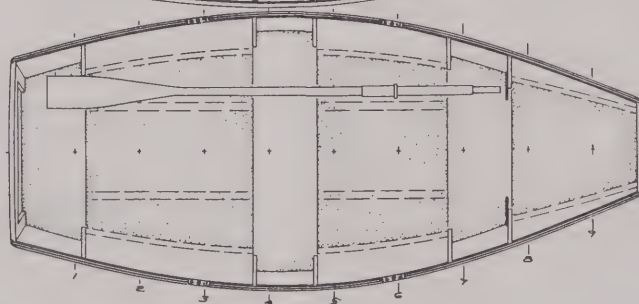
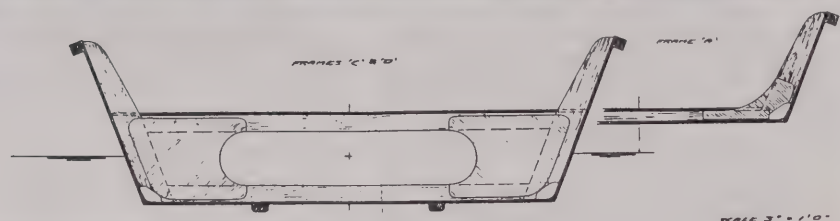
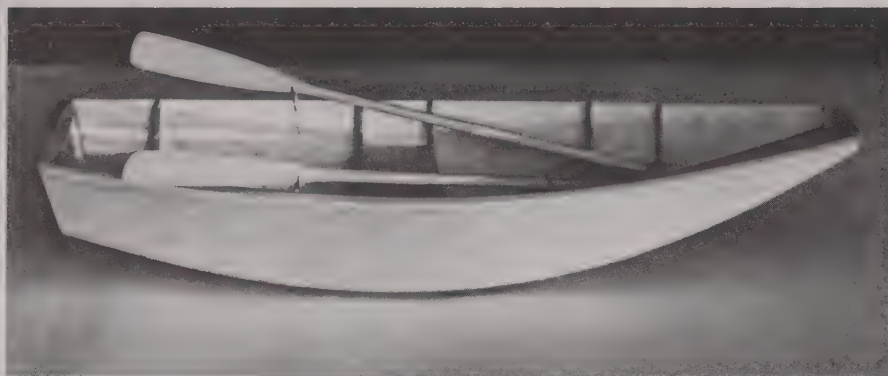
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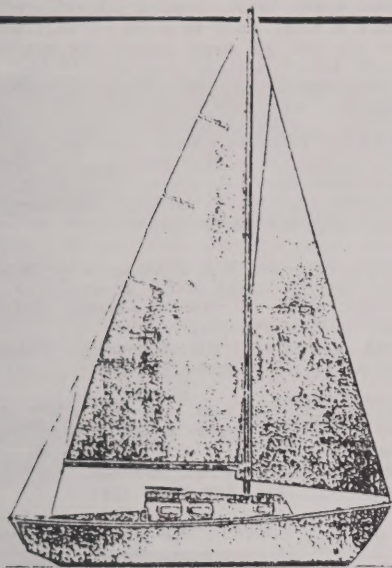
Auray Fisherman's Punt

Design #599 9'9" x 4'2"

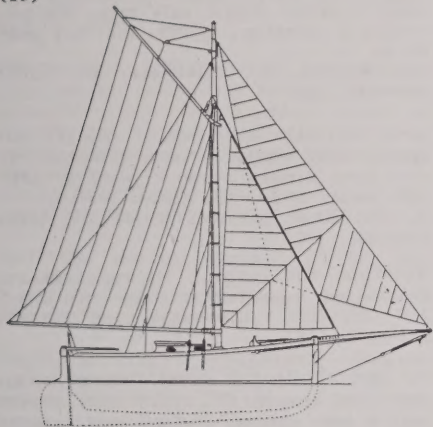
This is a working design of the Auray (Brittany) fisherman's punt described and sketched by Claud Worth in YACHT CRUISING. I faired up the bottom profile a little to take a plywood bottom instead of cross-planking, as suggested by Worth. Otherwise it's just like the original. The long bow is bound to make it better in a chop than the usual short punt. It will take four people (two side by side amidships) with a fair margin of safety. Worth describes one of these planing in tow of a fast fishing lugger, straight and dry on top of the water. Dynamite Payson made a model from these drawings that shows strong character from the flare and the snout.



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FULL SEA INC., Greenport, NY, (516) 734-7409. (19)

SHIP BOOKS. "Boatswain Mate 3/2", \$10; "Primer of Navigation" by Mixter, \$8; "Modern Ship Design", \$10; Stability & Trim for the Ship Officer" by John Labage, \$7; "Tanker Operation" by Marton, \$7; "Marine Radio Telephone User's Handbook", \$3; "The Ship Medicine Chest", \$10; Ships of the Twentieth Century" by Pat Hornsey, \$7; Weather for the Mariner", \$10; "Men, Ships and Sea", \$12; "Introduction to Steel Ship Building", \$6; "Marine Cargo Operation" by Bob Meurn, \$10; Principles of Naval Engineering", \$13; Marine Elements of Navigation", \$7; "Fantastic Boats" by Roy Coombs, \$3; "Collisions and Their Causes" by Rich Cahill, \$7; "Modern Seaman-ship" by Knight, \$10; "Radar Navigation Manual", \$10; "Auto Radar Plotting Aids" by Jones, \$7. Well, if you want to buy my stuff, please write.

PHILLIP LARSON, 2830 Wenonah, Berwyn, IL 60402. (19)

SEA SPRITE 23, 1981, full keel Alberg design from C.E. Ryder of Bristol (see reviews "Practical Sailor", 1/1/92; "SBJ" 11/87). Nice cond, main, 110, 155; new canvas; Datamarine digital instr.; 3.5 Merc; new compass; new battery; electric bilge pump; 9 gal water; bronze opening ports; full size pulpits w/lifelines. On Chesapeake. \$5,900 OBO.

GARY KOTARA, McLean, VA, (703) 8309. (19)

WANTED. I let my Mirror dinghy get away from me a few years ago. Needed plans, kit (no matter cond) or completed boat.

BOB BROWN, 4488 Gratiot Ave., Port Huron, MI 48060, (313) 385-7532. (19)

16' FG SAILBOAT, CB sloop rigged, slps 2 in cabin. on trlr. All in gd cond. Asking \$1,250. Also available 2.5hp Evinrude w/piggyback tank.

GERRY ROOS, New Smyrna Beach, FL, (904) 427-7214. (19)

16' CHETEK RUNABOUT, 1954, made in WI. Molded mahogany, windshield, 25hp Sea King (OMC), trlr. Always stored indoors. \$1,250.

E.W. ROGERS, Minneapolis, MN, (612) 378-3239. (19)

FREE BOAT! 26' Columbia MKII, 1971. Sound but nds work. Rudder, mainsail and running rigging will make her sail. Wiring, brightwork and cushions will make her liveable. TLC will make her a joy to own. Located Charleston, SC.
JOE ZAMMARELLI, Rock Hill, SC, (803) 327-1646. (19)



28' L.F. HERRESHOFF "ROZINANTE" KETCH, FG hull, mahogany house, new Awlgrip, self-bailing cockpit. Cruising layout below. 8hp Vire inboard on centerline. Exc cond throughout. \$10,000/offers.
FULL SEA, Greenport, NY, (516) 734-7409. (19)

19' DRASCOMBE LUGGER, gunter rigged yawl w/tanbark sails. Rugged, offshore, beachable open boat. 6hp Johnson 3 yrs old, Lil Rider trlr 2 yrs old. I love this boat but just bought an old Alberg 30 and need the cash! \$3,500 please.
TOM WATSON, Ocean City, NJ, (609) 398-2539. (19)

QUICKSTEP SCOUT, traditional green, used part of season, sail, row, power, self-bailing. \$1,795.
FERNALD'S, Rt 1A, Newbury, MA, (508) 465-0312. (19)

18' CHRIS CRAFT RIVIERA, 1951, eminently restorable, sound bottom, exc structurally. All orig hrdwre & windshield. Orig engine ("K") & currently installed "KLL". On storage (car frame) trlr. Nds new planking & deck. \$2,500.
BOB OCHENAS, 204 W. Dudley St., Maumee, OH 43537, (419) 893-6912. (19)

OLD PORT & STARBOARD LIGHTS, kerosene, \$75.
G.L. CLARK, Box 133, Cumberland, RI 02864, (508) 394-8390. (19)

WANTED: 26' Pearson Ariel sloop.
JOHN RCMELFINGER, 25 Hilltop Ave., Lexington, MA 02173, (617) 862-1925. (19)

BOLGER DESIGNED SCHOONER, the famous "Folding Schooner", 31' long, 5' beam, gaff rigged, dacron jib, foresail, mainsail, all in exc cond. Actually two complete hulls permanently hinged together by a custom made stainless steel hinge designed by Bolger (hinge alone cost \$450). 15' long folded on trlr, weighs about 500 lbs. Vol 8, No. 8 of "Messing About in Boats" features photos of my boat, a lot of boat for just \$3,500.
ANDRE VENABLES, 115 Hasbrouck Rd., New Paltz, NY 12561, (914) 255-4538. (19)

SPARS, SAILS & GEAR. 44' solid Sitka spruce mast; 24' solid boom; 10' wood yacht tender (picture available); bronze bow pulpit for 30' cutter; assorted sails for 30' Casey cutter. All reasonable offers accepted.
BEN BISHOP, Storrs, CT, (203) 528-9251 (work), (203) 429-4542 (home). (19)

WANTED. 15'-16' OB runabout in gd cond.
RICK BARKHUFF, Saco, ME, (207) 283-0753. (19)

SAILBOARD, I have 2, will sell 1. F2 Strato (\$675) or Tiga Spirit (\$475). Both in vy gd cond & displace approx 220 liters. Offered w/6.4 UP sail (never used), 1-pc epoxy mast, tie-on boom, harness & lines. Might trade for canoe, kayak or other small craft.

KEN MEYER, N. Whitefield, ME, (207) 549-5741. (19)

22' CAPE COD CATBOAT, FG, fully equipped for coastal cruising. Slps 4 in full hdrm cabin w/enclosed head. Cabin heating stove, table & cockpit awning make this a vy comfortable boat. New sail & engine overhaul last season. Westerbeke diesel, VHF, depth sounder, speed log, Bruce anchor w/Danforth backup.
FRED WALES, Manchester, MA, (508) 526-7396. (18)

CHANCE OF A LIFETIME! Unload your unwanted Klepper or Nautiraid double sea kayak, trade for our FG singles, Selkie & Dirigo in gd cond await new homes, will consider cash.
MEADE/HUGHES, S. Hamilton, MA, (508) 468-4697. (18)

WANTED. 18-22' trailerable sailboat w/cabin for family fun. Funds limited, enthusiasm and repair ability adequate. We want to teach our kids the joys of sailing/cruising.
GORDON BROLIER, Hudson, OH, (216) 528-0116, lv message. (18)

12' TERN SAILBOAT, Fg sloop blt in Holland. Compl boat w/beautiful spruce spars. Fast & safe, \$500.
DAVE PARK, Severna Park, MD, (410) 647-9640. (19)

8HP KOEHLER ENGINE, compl w/pump, shaft, electr start. Ideal for open launch direct drive hookup, \$350.
DAVE PARK, Severna Park, MD, (410) 647-9640. (19)

"SLEEPER", 7'10" car-toppable sailing cruiser. Sleeps 2 below decks. Plans \$35, info \$3.
EPOCH PRESS, P.O. Box 3047, San Rafael, CA 94912. (TFP)

1960 LIGHTNING #7116, wood, no leaks. Nds deck repair. Alum mast & boom, almost new sails, Harken hrdwre. \$900.
LYNN DORSEY, Branford, CT, (203) 488-4282. (19)

CLARKJET PROPULSION UNIT w/10hp vertical shaft electric start Tecumseh engine. Run less than 1 hr. \$200
DAVE CARNELL, 322 Pages Creek Dr., Wilmington, NC 28405, (919) 686-4184. (19)

16' NEWPORT FG KEELBOAT & trlr, converted Chinese junk rig. Have marconi rig and sails also, sculling oar & OB.
DONALD MUSANTE, Groton, CT, (203) 448-3615. (18)

16' BRISTOL BLUEFISH RUNABOUT, hard chined molded plywood w/50hp Merc OB & rough trlr. \$500.
R. WHITMAN, Marstons Mills, MA, (508) 428-9368. (18)

C-SCOW MAST & SAILS, mast nds spreader repair, otherwise OK. Sails consist of new main w/window from Melges, new lg jib from Starwind, used small jib from Ulmer, all exc cond. \$350 takes all, will separate.
THOMAS ABBOTT, Millerton, NY, (518) 789-4623. (18)

19' CAPE DORY TYPHOON, Hull # 331. Weathered but solid. Main & jib in gd cond, genoa poor. Marine head, bunk cushions, 4hp Johnson. On cradle in Southwest Harbor, ME (near Bar Harbor). \$3,000.

EDWARD FEINBERG, Chattanooga, TN, (615) 624-7420. (18)

CANADIAN BOATWALKER, new in box. Easily move canoe, kayak or small boat. \$135, I'll pay shipping.
RICHARD DALBY, Branford, CT, (203) 483-5180. (18)

"SAUSALITO WATERFRONT STORIES", \$9.95 + \$2.50 s&h.
EPOCH PRESS, P.O. Box 3047, San Rafael, CA 94912. (TFP)

16' SHEARWATER CATAMARAN, FG hulls, wood deck, aluminum CB's & rudders, wood spars (mast, boom & jib luff spar), sails & trlr. This is a Mk IV hull w/Mk III rig in gd cond except for plywood deck, \$650. Delivery possible.
KEN MEYER, N. Whitefield, ME, (207) 549-5741. (19)

'60's BEETLE CAT, dead, come get it, it's in my way. Spars, hrdwre, sails incl. Will burn next full moon.
O'CONNELL'S BOATSHOP, Smithsburg, MD, (301) 416-0935. (18)

13'6" GOOD LITTLE SKIFF, Culler design flat bottom rowing skiff w/varnished interior. Used vy little 1 season, perfect. \$900 (w/trlr \$1,150).
BILL EVERETT, RR 1 Box 46, Monroe, NH 03771, (603) 638-2370. (18)

OUTBOARD WANTED. 3.5-4hp w/20" shaft for Sea Pearl, prefer auxiliary tank. Exc cond only.
RON KILBURN, P.O. Box 326, Oriental, NC 28571, (919) 249-0508. (18)

FOR SEA PEARL: OB bracket, rudder mount, sails, accessory items, Bruce anchor, etc, etc.
RON KILBURN, P.O. Box 326, Oriental, NC 28571, (919) 249-0508. (18)

22' CUSTOM WOOD SLOOP, flush deck, hard chine, arc bottom, fin keel, epoxy over cedar hull (began life as a Star in 1950). Self-bailing cockpit, cuddy w/sitting hdrm, wooden spars, standing backstay, 3 sails, single axle trlr. Nds assembly & painting, \$1,995. Delivery possible.
KEN MEYER, N. Whitefield, ME, (207) 549-5741. (19)

15-12' LYMAN RUNABOUT, clinker blt approx 1955 vintage. Never restored, vy nice cond w/many coats of paint & varnish. Ready to go, nds motor. \$600.
R. WHITMAN, Marstons Mills, MA, (508) 426-9368. (18)

WANTED. Oil running lights, brass or galvanized, less than 8" high.
JIM HUGHES, Greenwich, CT, (203) 661-0912. (18)

21' SEA PEARL C/B model, ballast tanks, new 2hp Yamaha OB, galv trlr, custom sail & boat covers. Perfect cond, located in FL.
DONALD MAHARAM, Sands Point, NY, (516) 582-3434. (TF)

16-1/2' WHITEHALL, row w/2pr spoon oars, sail w/70 sq ft spritsail, CB. Cedar on oak, vy gd cond, trlr available. Del arr east coast to Key West, Feb '93. \$3,300.
R. GRAHAM, Portland, ME, (207) 797-4795. (18)

22' CATALINA, 1981 FG sailboat, slps 5. Dinette, stove, sink, icebox, porta-potti, radio, compass, depth gauge, marine battery, mainsail, jib, genoa, anchor, line, all rigging, fenders, cushions, 8hp Mariner long shaft OB, trlr. Exc cond, \$6,500 or BO.
PAUL VOLENIK, Sedgwick, ME, (207) 359-2106. (18)

LIGHTNING #2880. New bottom (1991), deck canvas & mast finish. Actively sailed & camp cruised summer of '92. \$1,000. Delivery in New England can be arranged.
MATT MURPHY, Brooklin, ME, (207) 359-9826 eves. (18)

ESCAPE NEW ENGLAND WINTER! Sail beautiful warm Florida Bay in our 25' and 34' leeboard sharpies. Nicely equipped bareboat charters. Fabulous waters, secluded cruising. Cottage also available. KEY LARGO SHOAL WATER CRUISES, P.O. Box 1180, Key Largo, FL 33037, (305) 451-0083. (TFP)

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SEA-SKIFF 20: (photo above) the big offshore fisherman. 19'4" by 7'6" by 10"; 50-70 HP. Plans \$45. Information on both, \$1. CAPE FEAR MUSEUM ASSOCIATES, 814 Market St., Wilmington NC 28401, 919-341-4350.

DELIGHTFUL WATER DOME, Key Largo, like having your own island! Spacious vacation studio with sundeck, afloat on Florida Bay. Includes sailboat, motorboat, spectacular views, privacy. Sleeps four. \$595/week. SHOAL WATER CRUISES, Key Largo, FL, (305) 451-0083. (TFP)

WANTED. Wooden canoes, will buy any cond or size. CHANNING HOWARD, Essex, MA, (508) 768-7282 days. (18)

"WOODEN BOAT" MAGAZINES, complete collection #1-#109, in exc cond, \$350. CHUCK WRIGHT, N. Falmouth, MA, (508) 564-4250. (18)

USED BOOKS & PAPER, including old Lake Michigan Yachting Association yearbooks, Black's "Handy Guide for Marine Engineers", Kephart's "Camping & Woodcraft", Great Lakes history, fur trade tales, 1925 steamship brochure, more. SASE for 2-pg list. OWEN CECIL, Box 634, Oscoda, MI 48750. (18)

16' MARTIN APPLEDORE POD rowing shell, compl w/oars & sliding seat. Bright cedar, perfect, \$5,000 new, steal for \$2,200. PETER CORCORAN, Kennebunkport, ME, (207) 967-8658. (4P)

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INDIAN POINT GUIDEBOAT CO., 732 Midland Ave., Midland, PA 15059, (412) 643-5457 or 643-6001. (TFP)



CLASSIC MOTH BOAT PLANS available for 11' Dorr Willey type sailboat. Qualifies for annual regatta in September. Plans \$25 + \$3 postage. MUSEUM OF THE ALBEMARLE, 1116 U.S. Hwy 17 S., Elizabeth City, NC 27909, (919) 335-1453.

WANTED. Two retired schoolteachers require a comfortable, low-powered inexpensive cruiser for extended travel on inland waterways. Steel hull & diesel engine desirable. John Jackson, Randolph, VT, (802) 728-9398. (18)

EXPERIENCE YOUR DREAMS. Live aboard a traditional 36' British channel cutter, comfortable accommodations for couples or family. Vacation in the Florida Keys winters or on Cape Cod summers, enjoy bed and breakfast weekends at \$95 or custom arranged weekly and monthly charters. CHRIS SPOHR, Tavernier, FL, (305) 852-0395. (1P)

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KELLS 21' SAILBOAT, 1974, swing keel, cuddy cabin, fully equipped w/compass, porta-potti, safety gear, dinghy. MUST SELL, \$3,100 w/brand new 1992 Tohatsu 8hp OB or \$2,400 w/o. Will discuss winter storage. Mooring available. ALAN BRODD, N. Smithfield, RI, (401) 769-6030 anytime. (TFP)

19' DRASCOMBE LUGGER, rugged FG CB yawl made in England. Brown sails, new jib, teak trim, OB, trlr, tent, much more. Gd cond & fully equipped. \$4,000 or BO. JOHN ROMMELFANGER, Lexington, MA, (617) 862-1925. (19P)

CANOE LINES PLANS. Lines, offsets, mold patterns, for 12', 14-1/2', 16' and 18-1/2' canoes drawn for traditional beauty and versatility. Sized for either strip-built or wood/canvas construction. FRANKLIN CEDAR CANOES, Box 175, Franklin, ME 04634, (207) 565-2282. (TFP)

WANTED. North River Boatworks needs a traditional canoe in need of recovering for its Canvas Canoe Repair Course in April. Have your canoe recovered under professional guidance at substantial savings. NORTH RIVER BOATWORKS, Albany, NY, (518) 434-4414. (18)

17' EASY RIDER TOURING KAYAK, expedition model, FG, white w/blue sheerline, pretty & vly stable. Incl rudder, 2 paddles & accessories. \$1,900. NANCY LUBAS, Rockport, MA, (508) 546-2874. (TF)



24' CROSBY CATBOAT, rebilt 1991, new deck, new deck beams, new gaff sail, coal & wood stove, Westerbeke diesel. Great classic ready to sail, \$12,900 or BO. CAL PERKINS, Mattapoisett, MA, (508) 758-4740. (TF)

BOATBUILDING ARTICLES. Copies of articles from old boatbuilding manuals. It is possible to build a boat from most of these articles. \$4 for list of hundreds. E.G. RAGSDALE, P.O. Box 153, Florence, OR 97439, (503) 997-7818. (TF)

LONESOME BAY BOAT, a modern replication of a 16' 1912 Old Town "Double-Ended Boat". Fast and stable under oar, sail, paddle or small outboard. This is a perfect multipurpose boat for the sportsman, camp owner and family. For its length it is one of the most versatile boats being built today. Light and responsive, its classic early Maine styling and modern materials hull provide you with low maintenance and much pride of ownership. A wide option list enables us to custom build each boat to your specifications.

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Mix Ratio: 2:1

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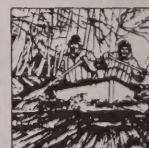
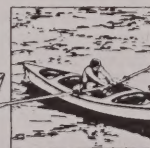
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